



TWO GRAND TOURS  
ACROSS THE CONTINENT.

LEAVING BOSTON SEPTEMBER 10 AND OCTOBER 8, 1888.

INCIDENTAL VISIT TO THE  
*YELLOWSTONE NATIONAL PARK.*

W. RAYMOND.

I. A. WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

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no. 43



—\* SEASON OF 1888-9. \*—

GRAND EXCURSION OF SIXTY-EIGHT DAYS

INCLUDING A VISIT TO THE

YELLOWSTONE NATIONAL PARK,

WITH AN ADDED TOUR

ACROSS THE CONTINENT

—AND TO THE—

SCENIC POINTS OF THE PACIFIC NORTHWEST AND CALIFORNIA.

A Week in Wonderland, Incidental Visits to the Chief Cities of Washington Territory, Oregon, and British Columbia, the Cascade Mountains, Puget Sound Country, Mount Shasta Region, Sacramento Valley, San Francisco, Monterey, Santa Cruz, San Rafael, Santa Barbara, Los Angeles, Pasadena, Long Beach, San Diego, Riverside, Arizona, New Mexico, Etc.

Date of Leaving Boston, Monday, September 10.

The Sojourn in California to be Extended at Pleasure.

PRICE OF TICKET (ALL TRAVELING EXPENSES INCLUDED), \$535.00.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington St. (opp. School St.), Boston, Mass.



# THE YELLOWSTONE NATIONAL PARK

AND

## ACROSS THE CONTINENT.

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September 10 to November 16.

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WE shall supplement our regular summer trips to the Yellowstone National Park with a tour of the same scope and extent through that wonderful region, and a further excursion to the most picturesque sections of the Pacific Coast. The entire length of two of the longest transcontinental railways will be traversed — the Northern Pacific, which lies along the northern frontier of our country, and the Atchison, Topeka & Santa Fe, which extends through the southern border-land, whilst the intermediate journeys on the Pacific Coast lie over another great railway line — the Southern Pacific Company's — for over 1,600 miles. Our journey along the Pacific Coast includes the great stretch of country lying between Victoria, the capital of British Columbia, and San Diego, which is situated on the extreme southern border line of California. The route of the excursion combines in its constant succession of grand features the most diversified and picturesque scenery upon the continent.

The western journey will be broken in several pleasant places, and there will be short but restful sojourns at cities on the way, with charming little side trips to such

places of interest as the beautiful Dells of the Wisconsin, the Falls of Minnehaha, and Lake Minnetonka. Over a week will be passed in the Yellowstone National Park, a region full of natural wonders, of which explorers and travelers have told us something, but which nevertheless demand a personal inspection to aid the mind in comprehending the marvels the best writers can but feebly describe. This period is much longer than is usually taken by tourists in making a round of the Park; and the possibilities thus afforded, both in the way of sight-seeing and in an easy and restful journey, will be appreciated. The farther trip westward over the Northern Pacific Railway discloses the grand scenery of the Rocky Mountains, Lake Pend d'Oreille, and the Cascade Mountains. After a rest at Tacoma there will be an excursion on Puget Sound, with a visit to Victoria, the capital of British Columbia. A visit to Portland and a steamer trip on the Columbia River will be other features of interest before the party will turn southward towards California. The journey from Portland to San Francisco will be made by the magnificent overland route, which brings into view the grand mountain scenery of Southern Oregon and Northern California. Near the headwaters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms on the American continent. The time to be passed in San Francisco will be sufficient to afford the tourist a leisurely inspection of that interesting city and its picturesque surroundings. There will be side trips to San Rafael, Santa Cruz, and Monterey, and a later journey to Southern California with ample time for visits to the Yosemite Valley and the Mariposa Grove of Big Trees. This trip is easily made in a side excursion from Berenda *via* Raymond. From all points in Central and Southern California the return tickets are good until July, 1889, so that persons can prolong their stay through the winter at their own option. Santa Barbara, Los Angeles, Long Beach, Pasadena, San Diego, and Riverside are the places in Southern California to

which special visits are to be made, either with the party, or on any subsequent dates that may suit individual preferences.

The homeward route will be over the Atchison, Topeka & Santa Fe Line, which extends through Arizona and New Mexico, the border-land of the south, Colorado and Kansas. The region traversed by this road abounds in ruins of prehistoric cities and the strange dwelling-places of the Pueblo tribes, a race that differs widely from the Navajos, whose reservation also lies near our route. From Kansas City we proceed over the Chicago, Rock Island & Pacific, the Chicago & Grand Trunk and their eastern connections, paying a visit of inspection to Niagara Falls on the way.

The Yellowstone National Park, the Rocky Mountains, the Cascade Range, Puget Sound, the Columbia River, the Mount Shasta region, the Yosemite Valley, Southern California, the southern border-land, and Niagara Falls in one grand round!

The party will be limited in numbers, and the entire journey will be made in palace cars. Every passenger will be entitled to a double berth (half a section).

### **From Boston to Chicago.**

The route from Boston to Chicago lies over the popular Hoosac Tunnel and West Shore Lines. The party will leave the station of the Fitchburg Railroad in Boston at 3 o'clock on the afternoon of Monday, September 10. Suspension Bridge will be reached the following morning, and the farther journey westward is over the Great Western Division of the Grand Trunk and the Chicago & Grand Trunk Railway, the latter line being reached at Port Huron, where the St. Clair River is crossed.

### **In Chicago.**

Chicago will be reached Wednesday morning, and the party will sojourn at the popular Sherman House until the morning of Thursday. This well-known hotel is



situated at the corner of Clark and Randolph streets, in proximity to the business section of the city, and within easy communication, by horse and cable cars, of every part of Chicago and its environs. No programme of action has been planned, and the passengers will dispose of their time in accordance with individual preferences.

### **In Milwaukee.**

The party will travel over the Chicago, Milwaukee & St. Paul Railway from Chicago to Milwaukee, St. Paul, and Minneapolis, leaving the first named city at 8.00 A. M. Thursday, September 13. The first halt will be made at Milwaukee; and the ride thither, only three hours in duration, the distance being eighty miles, will be in drawing-room cars. During our stay in Milwaukee we shall make our headquarters at the splendid Plankinton House, one of the best of the many good hotels in the Northwest. There will be a carriage ride Thursday afternoon through the city and suburbs, in the course of which the most attractive business and residence portions of the "Cream City," Forest Home Cemetery, and the pleasant bluffs along the lake shore will be visited.

### **The Dells of the Wisconsin.**

On leaving Milwaukee Friday morning, we shall take a train of Pullman palace cars, and, proceeding through the romantic lake region of Wisconsin, reach Kilbourn City in the early afternoon. From this point we shall make a steamboat excursion up the river to the famous Dells of the Wisconsin. There are numerous gulches, glens, and caverns, carved from the solid rock walls; and many grotesque rock forms are seen, to which suggestive names have been given. In the "Witches' Gulch" are some picturesque falls.



## The Beautiful Scenery of the Upper Mississippi.

Returning to the cars after the steamboat trip on the Wisconsin River, there will be a night's rest, with the train standing still upon a side track, and the farther journey will be made in connection with an early morning train. This part of the tour has been thus arranged so that the romantic River Division of the Chicago, Milwaukee & St. Paul Railway may be traversed by daylight. The line crosses the Mississippi at La Crosse, and for upwards of 100 miles it follows up the west bank of the "Father of Waters." There is much fine scenery, the bluffs being very bold and striking, while the shores of Lake Pepin are exceedingly picturesque.

### Minneapolis.

The twin cities, Minneapolis and St. Paul, will both be visited. We shall first pay a visit to Minneapolis, being due there early Saturday afternoon. The palatial West Hotel, one of the handsomest establishments of its kind on the continent, will be our sojourning place from Saturday until Monday. Saturday afternoon there will be a carriage ride through the principal residence and business sections of the city and out to the picturesque and romantic Falls of Minnehaha. The falls are upon a little creek of the same name. Minneapolis will charm the visitor with its broad and beautiful avenues, the substantial and elegant appearance of its business edifices, and the taste and richness of its private residences. It is a city of marvelous growth and progress. Within the city are the largest flouring mills in the world, huge lumber mills, and other manufactories which contribute to its wealth. One of the grandest of its edifices is the great West Hotel, which cost, with its elegant furnishing, about \$2,000,000.

### Lake Minnetonka.

Monday will be devoted to an excursion to and upon beautiful Lake Minnetonka. Of the 7,000 lakes to be found within Minnesota's broad area, none is more attractive than this lovely sheet of water. Our trip from Minneapolis to the shores of the lake will be made on the Minneapolis & St. Louis Railway; and from the landing at Lake Park we shall proceed to the upper lake, a distance of ten miles, by steamer. Returning to Lake Park, we shall there take the cars and retrace our way through Minneapolis and thence to St. Paul.

### St. Paul.

This handsome city, no less than its neighbor we have just visited, will win the admiration of the stranger. Its business streets are full of bustle and activity, and a ride into the suburbs discloses long lines of elegant residences. It is the capital of the State, and has long been an important commercial centre. There will be a carriage ride Tuesday morning through both the business and residence sections of the city, and out to Fort Snelling, which is very picturesquely situated on the high banks of the Mississippi River near the mouth of the Minnesota River, and about two miles from the Falls of Minnehaha.

### Westward on the Northern Pacific Railroad.

Tuesday afternoon we shall resume our places in the Pullman palace cars, for a long and interesting western journey. We are to traverse, in two nearly equal stages, the entire length of the Northern Pacific Railroad, which stretches along our northern border from the Mississippi to Puget Sound, and through those coming empires, Dakota, Montana, Idaho, and Washington. The great transcontinental line has

brought within access of the tourist some of the most wonderful scenery on the face of the globe, and for its entire distance a country that is remarkably attractive.

The first stage of this magnificent railway trip will take us to the Yellowstone National Park. We first ascend the Mississippi Valley, passing through a rich and fruitful section of Minnesota. Then we traverse the great territory of Dakota, which possesses the imperial domain of 150,932 square miles — a larger area than any of the other Territories or States except Texas, California, and, of course, Alaska. For a time we are in the great wheat belt of the Northwest, and actually upon some of the famous bonanza wheat farms. The Red River and the Missouri are both crossed by the railway line, and upon the banks of the latter stream is situated the thriving capital of the State — Bismarck. On the western bank of the Missouri, opposite Bismarck, is the flourishing railway city of Mandan.

### Pyramid Park, or the “Bad Lands.”

Near the western border of Dakota, and a little over 600 miles from St. Paul, lie the famous “Bad Lands.” The mighty forces of water and fire have here wrought strange results in the face of nature. There is a great group of buttes, or hills, with sides striped and banded in vivid colors. The black and brown stripes are due to veins of impure lignite, from the burning of which are derived the different shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite lying in successive strata. The coloring is very rich. There are fine grazing lands in the valleys and ravines, and the term “Bad Lands” is certainly a misnomer. The early French *voyageurs* described the region as “*mauvaises terres pour traverser*,” meaning that it was a difficult country to travel through; and the term has been carelessly translated and shortened into “Bad Lands.”

## Montana.

A mile west of the station of Sentinel Butte, the train passes from Dakota into another great Territory — Montana, which, with its 143,776 square miles of area, is next in size to the Territory we have just left. Of the total area, about two fifths — 58,000 square miles — are taken up by five Indian reservations. Nearly 20,000 Indians, or about one in fourteen of the entire Indian population of the United States, reside in the Montana reservations. In ascending the Yellowstone Valley, which we reach at Glendive, we pass through a part of the Crow reservation. Between the years 1873 and 1877 there were constant Indian troubles, and among those who took part in the stirring scenes of those days were Generals Custer, Crook, and Miles and the hard-headed old Indian warrior, "Sitting Bull." General Custer and his command were killed on the banks of the Rosebud River, a tributary of the Yellowstone, June 25, 1876. There are several large and prosperous towns in the valley, including Glendive, Miles City, Billings, and Livingston.

### Through the Upper Yellowstone Valley.

Leaving the main line of the Northern Pacific Railroad at Livingston, which will be reached in the early morning of Thursday, September 20, we shall turn southward and ascend the Yellowstone Valley fifty-one miles farther, to Cinnabar, which lies only a short distance from the northern border of the National Park. We are now fairly in the mountain region, and the scenery of the upper valley is certainly magnificent, a fitting prelude to the wonders of the park.

Conveyance is had from Cinnabar to Mammoth Hot Springs, a distance of seven miles, by Wakefield's Stage Line, and the hotel will be reached about 2.00 P. M.

## **The Yellowstone National Park.**

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, covers a tract of about sixty-five miles in length, from north to south, and about fifty-five miles in width, from east to west, lying chiefly in Northwestern Wyoming, and overlapping, to a small extent, the territorial boundaries of Montana, on the north, and Idaho, on the west. This gives an area of 3,312 square miles. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height.

## **The Mammoth Hot Springs.**

The afternoon of Thursday can be devoted to the rare sights of this wonderful region. The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, or 1,213 feet higher than the plateau. The whole plateau and the steep slopes extending down to the river are mainly composed of calcareous deposits, resulting from springs and geysers now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are "Liberty Cap," an isolated shaft forty-five feet in height, and twenty feet in diameter at its base, and "Giant's Thumb," or "Liberty Cap No. 2," about 100 yards distant, and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are a number of shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed

at some period more or less remote. The beautiful terraces, now in process of formation just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres. The rocks upon which the deposits are found belong to the Middle and Lower Cretaceous and Jurassic formations. Beneath the Jurassic rocks there are probably carboniferous limestones, from whence come the carbonic acid and carbonates that are found in the water of the springs. The springs are mainly on two masses of deposit, and these are arranged in terraces, of which there may be said to be four principal ones, with subdivisions. Dr. A. C. Peale (in Part II. of Hayden's *Twelfth Annual Report*) enumerates fifty-two different springs in this district, which have a temperature varying from 63 to 163 degrees Fahrenheit.

### On the Road to The Geysers.

Leaving the hotel at Mammoth Hot Springs Saturday morning, the party will proceed to the Lower Geyser Basin *via* the Norris Geyser Basin. This journey and the subsequent trips about the park, will be made in comfortable wagons. The early part of the ride, lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak and Mount Holmes, Swan Lake is situated. Willow Park is the name given to a little region which has often served as a camping-place, and which is a noted resort for elk. Not far beyond are the famous Obsidian Cliffs and Beaver Lake. There is a ridge 1,000 feet in length, and from 150 to 250 feet in height, rising in almost vertical columns from the eastern shore of the little lake. This mass is composed of volcanic glass. Later on we come to the Norris or Gibbon Geyser Basin.



### **The Norris or Gibbon Geyser Basin.**

This is the highest geyser basin in the park, its elevation being 7,257 feet above the ocean level, and it covers an area of about six square miles. There are numerous springs of water and mud, and a few veritable geysers from which water or mud gush forth. One of these, the "Monarch," ejects a column of water to the height of 100 feet. The mud springs and geysers are strange objects. Mud of various tints and states of consistency is thrown out or seen continually seething and bubbling. Dr. Peale enumerates ninety-seven springs of various kinds within this basin. The peculiarities here noticed are the absence of any very great accumulation of deposits, the newness of some of the important geysers, and the abundance of iron and sulphur.

### **The Gibbon Paint Pots and the Falls of the Gibbon.**

On one side of the Gibbon Meadows, or Elk Park, which lie south of the Norris Basin, are the Gibbon Paint Pots, a group of boiling mud springs of various colors. About a mile distant from the entrance to the cañon is the Monument Geyser Basin, upon the slope of Mount Schurz. Some four miles south of the trail leading to the Monument Geyser Basin and five miles from the Forks of the Firehole are the Falls of the Gibbon. They are in a deep cañon west of the road.

### **The Lower Geyser Basin.**

The hotel in the Lower Geyser Basin (or at the Forks of the Firehole, as the region is also designated) will be reached at a seasonable afternoon hour. This Basin is a wide valley, with an area of between thirty and forty square miles, having an average elevation of 7,236 feet, or about 150 less than the Upper Geyser Basin, from six to ten miles distant. Above this, the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs,



including the Egreria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The "Great Fountain," which ejects a stream of water to the height of from 50 to 100 feet, is the most important geyser in this vicinity, with the exception of the "Excelsior," already mentioned. One of the greatest wonders of this region is known as the "Mammoth Paint Pots." In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different colors. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form. The "Paint Pots" are near the "Fountain" Geyser.

### The "Excelsior" Geyser and "Prismatic" Lake.

Leaving the hotel in the Lower Geyser Basin Saturday morning, the party will proceed to the Upper Geyser Basin, visiting the "Paint Pots" and the "Fountain" Geyser on the way. A halt will also be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, recently burst forth into great activity after a period of inaction lasting about six years. The eruptions occur at intervals of about an hour, and are very powerful. A great dome of water, often accompanied by lavatic stones, is thrown into the air to the height of between two hundred and three hundred feet, while the accompanying column of steam rises a thousand feet or more. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of "Cliff Cauldron" was given to it by the Hayden Survey in 1871, and it was not until some years later that it was discovered

to be a powerful geyser. "Hell's Half Acre" is another expressive name given to this terrible pit. Two rivulets pour forth from this terrible cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The "Turquoise" Spring, near the "Excelsior," is beautiful in its rich tints of blue, and "Prismatic" Lake, also near at hand, is another wonderful display of color. The latter is said to be the largest body of hot water in the world.

### **The Upper Geyser Basin and its Wonders.**

About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles and a general elevation of 7,372 feet. Dr. A. C. Peale (in Hayden's *Report*) enumerates 440 springs and geysers within this territory, including twenty-six distinct geysers. There had been discovered within the park previous to 1878, according to the same authority, 2,195 springs and geysers, including seventy-one active geysers. These figures resulted from only a partial survey of the region. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand," "Oblong," "Splendid," "Comet," "Fan," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river-bank, "Old Faithful" being at the southern extremity, and the "Fan" and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel. Of the geysers above mentioned the "Giant," "Grand," and "Turban" have lately

become inactive. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The springs have generally great depth and clearness, and the beholder can examine minutely the delicate formations far beneath the surface. The edges are in many cases scalloped and variously tinted, causing the deep blue spring and its exquisitely colored border to resemble a mammoth flower. One spring bears the appropriate name of the "Morning Glory." Another very beautiful spring is situated quite near the "Castle" Geyser. There is no time when the subterranean forces are inactive, and the Upper Geyser Basin at all times presents a strange and weird scene. Strange sights and sounds greet the stranger on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain sides. In the vicinity of the geysers there are hissing, gurgling, and thunderous thuds, as if the imps of the infernal regions had heavy contracts of labor to perform. The eruption of any of the great geysers is heralded by the escape of steam from an adjacent steam vent; and directly after a fountain of hot water is thrown into the air with fearful belchings, to fall again in a giant cataract. Almost constantly there is a display of some kind going on, and the strange din is kept up night and day. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. As our stay in the Upper Geyser Basin will continue from Saturday noon until Monday morning, there will, without doubt, be opportunities to witness several of the great geysers in action.

### **From the Upper Geyser Basin to the Grand Cañon of the Yellowstone.**

A large part of Monday will be devoted to the journey from the Upper Geyser Basin to Yellowstone Falls and the Grand Cañon of the Yellowstone. Proceeding to the Lower Geyser Basin by the direct route, we retrace our way from thence to the Norris

Geyser Basin, and from that point take the new road across to the falls and cañon. The route leads directly by the beautiful Virginia Falls, which are situated upon one of the branches of the Gibbon.

### The Yellowstone Falls.

The hotel where we shall stop over Tuesday is situated within a few hundred yards of the Upper Fall of the Yellowstone. At the head of the fall the river has a width of about eighty feet, and the waters plunge over a shelf, between walls that are from 200 to 300 feet in height, upon a partially submerged reef 112 feet below. Dense clouds of spray and mist veil fully one third of the cataract from view.

Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 300 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view-point at the verge of the fall. The best views, however, are had farther down the trail, where many jutting points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*. Midway between the two falls the trail crosses Cascade Creek, which flows down to the Yellowstone from the slopes of Mount Washburn. There are here three beautiful little falls known as the Crystal Cascades, 129 feet in height; and directly beneath the bridge and accessible by ladders is the "Grotto Pool."

### The Grand Cañon of the Yellowstone.

The cañon may well be considered the greatest of the park marvels. The height of the plateau at the falls is about 7,800 feet. It increases slightly northeastward, until,

in passing the mountains, it has an elevation of about 8,000 feet. Thence northward it decreases in height rapidly, and at the mouth of Tower Creek it reaches but 7,200 feet. At the head of the Upper Fall the river level is but a few feet below the top of the plateau. This falls adds 112, and the Lower Fall 300, feet to the depth of the chasm. From the foot of this fall to the mouth of East Fork the total descent is 1,304 feet in a distance of twenty-four miles, being an average of 54.3 per mile. As far as the extremity of the Washburn Mountains, a distance of twelve miles, the cañon continues to increase in depth, both by the fall of the stream and the rise of the plateau; and the extreme depth, 1,200 feet, is attained at this point. Thence the depth decreases rapidly, and at the mouth of Tower Creek it is but 500 or 600 feet deep on the west side, and about 1,000 feet on the east side. Cold topographical facts and figures are quickly forgotten when the beholder gazes down into the gigantic rift. Neither pen nor pencil can do justice to its stupendous grandeur or its marvelous coloring, wherein it differs essentially from any similar scenic feature of the world's diversified surface.

### **The Mammoth Hot Springs Again.**

Leaving the Grand Cañon Hotel Wednesday morning, the party will retrace its way to Mammoth Hot Springs *via* the Norris Geyser Basin, where a stop will be made for dinner. The hotel at Mammoth Hot Springs will be reached in the afternoon, and the party will remain here until after dinner on Thursday.

### **From the National Park Westward,**

After the tour through the Yellowstone National Park, the party will leave Mammoth Hot Springs on the afternoon of Thursday, September 27, returning to Cinnabar by stage, and from that place to Livingston by rail. At the latter point we



resume our western journey on the main line of the Northern Pacific Railroad. Climbing the picturesque Belt Mountains, we go through a tunnel 3,500 feet in length, at an elevation of 5,572 feet, and upon the west side of the range come first to Fort Ellis and then to Bozeman, one of Montana's most flourishing cities. Ninety-eight miles west of Bozeman is Helena, the capital of the territory and a city of nearly 10,000 inhabitants. Not far west of Helena we begin the ascent of the main range of the Rocky Mountains, and twenty-one miles distant from that city pass through the Mullan Tunnel, at an elevation of 5,548 feet above the sea, emerging upon the Pacific slope. The region lying west of the mountains and south of the railroad is very rich in minerals, and there are many productive gold mines in the tributary country. We descend Hell Gate River to Missoula, and at no great distance west of that place the road crosses several deep defiles. One of these, Marent Gulch, is crossed by a trestle bridge 866 feet long and 226 feet high. Crossing the Bitter Root Mountains, we leave the Territory of Montana, and enter Idaho. This latter Territory comprises 86,294 square miles, and its population is nearly 50,000, exclusive of 5,000 Indians. The road follows down Clark's Fork, a swift and turbulent stream, for a considerable distance, passing through a number of bold rock gorges, where road-building was both difficult and costly. Turning northwest, the road rounds the lovely Lake Pend d'Oreille. This is a beautiful sheet of water amid the mountains. The railroad traverses a narrow strip of the Territory of Idaho, the distance from the eastern to the western border being about seventy-eight miles only.

Entering Washington Territory, we traverse a broad plain, and nineteen miles west of the territorial line reach Spokane Falls, one of the oldest as well as one of the most flourishing inland cities of the Pacific Northwest. The falls themselves are in rear of the village. The Spokane River is a tributary of the Columbia, and forms the

outlet of Lake Cœur d'Alene. West of Spokane Falls are Cheney (named in honor of B. P. Cheney, of Boston), Sprague, Ainsworth, and other growing towns.

### **The New Cascade Division of the Northern Pacific Railroad.**

The Cascade Mountains divide the Territory of Washington into two unequal divisions, about two-thirds of its area of 69,994 square miles being upon the east side of the range. The rainfall east of the mountains is quite limited, being confined chiefly to refreshing showers in May and June; but west of the Cascade range there is a long rainy season, extending through the autumn, winter, and early spring months. Washington and Oregon are practically alike, and the great Columbia River basin embraces a part of both. Within the limits of this section, which may be roughly estimated as being 150 miles wide and nearly 500 miles long, there are a score of valleys, some of which are larger than certain European principalities. The conditions are, in a large part of the tract, excellent for cereal crops, and wheat is a leading product. The Cascade Range is a broad volcanic belt and a continuation of the Sierra Nevada of the lower country. From forty to seventy miles eastward is a lower range lying along the coast. Within this basin, nearly 400 miles long, are many fertile valleys and the great timber area of the Puget Sound district. The newly completed Cascade Division of the Northern Pacific Railroad leaves the old line at Pasco, three miles from Ainsworth, and opens more direct communication with the tide waters of the Pacific Ocean, and also establishes a through line over the company's own roadway. Crossing the Columbia River, the road ascends the Yakima, one of its tributaries, for a distance of 165 miles. This stream rises in the Cascade Mountains, and flows through a rich agricultural region, which is an empire in itself. The valley is fast being settled, and North Yakima and Ellensburg are already large and flourishing towns. The Yakima Cañon, fifteen miles in length, is about seventy miles east of the mountains.



At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet, and is lighted by electricity. Just as the east end of the tunnel is reached a picturesque cascade with an unromantic name, Mosquito Falls, is seen on the left. In the descent on the west slopes the views down into the ravines and across to the summits of the mountains are varied and grand. The great snow-covered dome of Mount Tacoma (elevation 14,444 feet) is the dominant feature, and there are many glorious glimpses of this beautiful mountain form. The Green River, a pure mountain stream, with here and there in its lower reaches deep, green pools, is followed for a considerable distance down the west side, and later the more peaceful Puyallup is reached. The road runs in proximity to the great coal-fields on both sides of the mountains, and also through the great hop-growing district of Washington Territory. Following the Puyallup River to its mouth, we reach the Pacific Coast terminus of the road at Tacoma.

### Puget Sound.

We shall spend several days upon and near Puget Sound, sailing through its entire extent and visiting its important ports. The sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are covered with timber like the mainland. There is deep water everywhere, and at hundred of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very great and constantly increasing. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma assumes a majestic appearance; while farther north Mount Baker replaces it

with its handsome cone of snow. The latter is situated in the northern part of Whatcom county, near the line of British Columbia, about thirty miles from the sound, and has an elevation of 10,719 feet. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca and forming the northwestern extremity of Washington Territory, is the noble Olympic Range of mountains, from 6,000 to upwards of 8,000 feet in height.

### Tacoma.

This is a large and flourishing place that assumes special importance from the fact that it is the Pacific Coast terminus of the Northern Pacific Railroad. The city has a commanding position upon a high bluff, or rather upon a series of terraces, the first of which rises abruptly from the bay. The highest point in the town is 300 feet above the level of the sound, and upon the elevations are many handsome residences and public buildings. During our stay here we shall make our headquarters at The Tacoma, a large and elegant hotel, which is admirably kept, under the direction of Mr. W. D. Tyler. The Tacoma has a magnificent outlook across the bay and up the Puyallup Valley, the valley vista terminating with the great snow dome of Mount Tacoma. Mr. C. B. Wright, of Philadelphia, through whose judgment, chiefly, the site of Tacoma was selected as the terminal point of the Northern Pacific Railroad, has done much in beautifying the place.

### Seattle.

Leaving Tacoma on one of the steamers of the Oregon Railway & Navigation Company's Puget Sound Line, the party will proceed to Victoria *via* Seattle and Port Townsend. The city of Seattle, on the east coast of Elliot Bay, twenty-five miles from Tacoma, is a bustling place of nearly 20,000 inhabitants, which is constantly increasing

in size and importance. The streets are laid out with regularity, regardless of the unevenness of the surface, and both cable and horse railway lines have been introduced. The suburbs of the city extend to the beautiful shores of Lake Washington, a body of fresh water some thirty miles in length and only two miles from the sound. A ship canal to communicate with Lake Washington, through Salmon Bay and Lake Union, is a projected improvement destined to open up vast fields of timber, coal, and iron. There are many handsome business blocks and not a few costly residences in this young and flourishing city.

### **Port Townsend.**

The port of entry of Puget Sound is a growing town pleasantly situated, partly upon and partly under a high bluff. From its nearness to the ocean and the probabilities of a railway connection with the outside world, it is likely at no distant day to rival its Puget Sound neighbors in importance.

### **Victoria, the Capital of British Columbia.**

British Columbia, which extends from the Rocky Mountains to the Pacific, and from the northern territorial lines of Washington, Idaho, and Northwestern Montana to Alaska and the Arctic Ocean, comprises about 350,000 square miles. Victoria, the capital of the province and a beautiful city of 9,000 or 10,000 inhabitants, is charmingly situated at the southeastern extremity of Vancouver Island. The city presents many interesting features to the stranger; and in order that they may be fully inspected a carriage ride will be had, in the course of which the government naval station at Esquimalt, the famous Gorge, and the various places of interest within the city will be visited. The government buildings, five in number, and built in Swiss style, comprising the Parliament House, government printing-office, land and works departments,

government offices, messenger's residence, and the Supreme Court, occupy a prettily adorned square just across James's Bay. There is a populous "Chinatown," and, mingled with the Mongolians on the streets, are many Songhish Indians. There is a reservation of this tribe near the city. The view from the upper streets or from the summits of Beacon or Church hills is very fine, commanding as it does a large expanse of water, the Olympic Range across the Strait of Juan de Fuca, and the massive form of Mount Baker. During our sojourn in Victoria we shall stay at the Clarence Hotel.

### **From Tacoma to Portland.**

Returning to Tacoma by steamer, we shall proceed thence to Portland over the Pacific Division of the Northern Pacific Railroad. The distance is 145 miles, and at Kalama the train is ferried across the Columbia River.

### **The Columbia River.**

The passengers will be transferred in the morning to the Ash street wharf, Portland, and there take a steamer for the trip down the Willamette River and up the noble Columbia. The scenery upon the Columbia is unlike anything seen in our previous travels. It is unique and picturesque; often sublime. The great river breaks through the gigantic barrier of the Cascade Mountains, and for fifty miles is guarded by huge walls of stone or lonely forest-clad slopes. There are few settlements, and the beholder looks upon Nature in her wildest and grandest aspects. There are many fine views of Mount Hood to be had from the steamer. As the river at the cascades is unnavigable, there is a transfer by a narrow-gauge railway; and at a landing six miles above the point of departure we take a second steamer. The scenery on the lower river is grandly picturesque. On the Willamette River, three miles from its mouth and nine miles below Portland, there is a glorious mountain view — five giant

peaks are to be seen at once. Fifty miles east is the beautiful white cone of Mount Hood, 11,025 feet high, one of the most stately and impressive peaks in America; sixty miles northeasterly, Mount St. Helen's, 9,750 feet high; seventy-five miles distant and a little farther eastward, Mount Adams, 9,570 feet; seventy-five miles southeasterly, and peering over the low ranges, Mount Jefferson, 9,020 feet; and 100 miles north, with its superior height dwarfed by the distance, Mount Tacoma, 14,444 feet above the sea. Vancouver, a handsome town, occupying the site of old Fort Vancouver and still an important military post, is passed a few miles above the junction of the Columbia and the Willamette. On the Oregon shore are several cascades which almost rival in loftiness those in the Yosemite Valley. Multnomah Falls makes two great plunges before it reaches the river, 800 feet in all; and Oneonta is another beautiful fall nearly as high. A third cascade bears the name of the Bridal Veil, and a fourth that of Latourelle. Flashes of foam, high amid the trees of the mountain-side, mark the presence of many unnamed and unvisited cascades. Cape Horn is a tongue of forest-clad mountain that projects into the river from the north bank, and forms, just above it, a picturesque little bay. Castle Rock, the Pillars of Hercules, and Rooster Rock are strange rock forms which rise near the shore.

Dalles City will be reached about 5.00 P. M. Supper will be provided at the Umatilla House, and in the evening the passengers will go on board sleeping-cars, in which they will return to Portland in the night over the Oregon Railway & Navigation Company's Line.

### Portland.

The greater part of the ensuing day will be spent in Portland, and there will be a carriage ride which will aid the visitors to see the most interesting parts of this



handsome city. A large and magnificent hotel is being erected by the citizens, but unfortunately it will not be in readiness until next season. The chief business thoroughfares of Portland are lined with substantial edifices, and many of the residences on the upper streets are very tasteful as well as elegant and costly. The Chinese form a large element in the population. "Chinatown" is not a contracted quarter, as in San Francisco, but straggles along the best portion of Second street. From the slopes back of the city the views are magnificent, Mount Hood being the dominant feature in the landscape, while the beautifully rounded dome of St. Helen's is also seen.

### From Portland to San Francisco,

Leaving Portland by rail we shall proceed by the Southern Pacific Company's Mount Shasta route to San Francisco. We first ascend the broad and fruitful Willamette Valley, passing through Oregon City, Salem, Albany and other towns of importance. At Oregon City the falls of the Willamette are seen. Salem is the capital of the State. Crossing from the Willamette Valley to that of the Rogue River, the road ascends the latter through several pretty towns, and not far beyond Ashland reaches the great wall of the Siskiyou Mountains. There are two long tunnels through which the railroad passes. The old stage road passed over the mountains at an elevation of 4,300 feet. The California State line is crossed not far from Cole's, which was formerly a famous stage station. The road descends to the Klamath Valley, and at many points the outlook is grand in the extreme. The gigantic snow-covered mass of Mount Shasta stands out boldly in the northern approach, especially when seen from the Shasta Valley or from Strawberry Valley. Mount Pitt (9,500 feet), (Goose Nest (8,500 feet), Muir's Peak (a black butte 6,150 feet high), and the Scott Mountains (9,000 feet) as well as the Siskiyou Range, through which we have passed (from 6,000 to 8,000 feet),

are also prominent objects; but the magnificent presence of Shasta dwarfs them all. For many hours the train is near this lofty peak, passing, in fact, upon three sides of the mountain. Viewed from the north it appears to rise almost from a level plain; and at Sisson's, where the traveler is only eight miles distant, the mountain also assumes gigantic proportions. There are two summits, one of which is 14,442 feet and the other 12,940 feet high. At Acme the railroad has an elevation of 3,902 feet. One great charm of the mountain views is from the fact that the point of observation is often a broad and beautiful meadow. Both Shasta and Strawberry Valleys contain luxuriant farms. The scenery along the Upper Sacramento is very picturesque. There are numerous cascades amid the forest-clad slopes, and looking backward many grand glimpses are caught of the noble mountain-peak. Mossbrae Falls are among the prettiest of the cascades bordering the Sacramento. The Klamath, the second largest river in California, was crossed not far south of the Oregon line; and the Pitt River empties into the Sacramento near Redding. Descending the broadening valley of the Sacramento, the road passes through a dozen or more large towns, including Red Bluff, Tehama, Chico, and Marysville before it joins the Southern Pacific Company's main line near Sacramento. The route takes the traveler thence through Elmira, Suisun, and Benecia, across the Straits of Carquinez on the huge ferry-boat "Solano," from Port Costa along the shores of the bay to Oakland, and then by a steam ferry across the water to his destination.

### The Palace Hotel.

The gigantic and magnificent Palace Hotel will be our headquarters during the stay in San Francisco. This is not only the largest hotel in the world, but one of the costliest and most elegant in its interior finish. In one edifice it covers the block bounded



by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one quarter of a mile. In addition, the Grand Hotel, on the opposite corner of Market and New Montgomery streets, has been absorbed in this colossal hostelry. Compared even with the largest hotels in Eastern cities, the Palace seems of vast proportions. There is a promenade on the roof of a third of a mile. The visitor is first ushered into the grand central court. This is a noble enclosure, one hundred and forty-four by eighty-four feet, seven stories high, and roofed with glass, into which carriages are driven. Ornamental balconies run around the four sides at each floor, and choice tropical plants relieve the glaring white of the marble fabric. Around the ground promenade are grouped the office, reception-parlors, reading-rooms, breakfast and dining-rooms, etc., with spacious communicating hallways, the chief parlors being upon the second floor. The rooms are very large, and all of them are handsomely furnished; the building having cost six millions of dollars. Another half million was expended for furniture and carpets. The lowest story has a height of over twenty-seven feet, and the topmost sixteen. The hotel is under the admirable management of Mr. C. H. Livingston.

### San Francisco.

The metropolis of the Pacific Coast is a handsome city, and naturally of a cosmopolitan character. In some particulars, and notably in its street-car service, which consists mainly of "cable roads," it is in advance of the older cities of the country, while the beautiful Golden Gate Park is deservedly an object of pride to the citizens. The greatest curiosity in the city is the Chinese quarter, a rectangular block, seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionaires. The houses are nearly

all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied by shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop-fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performances at a Chinese theatre, and listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter, Eastern visitors are received with the greatest courtesy. The "cable cars," with the horse cars still running through certain streets, and the "dummies," which serve to extend the routes of the former in some cases, furnish a cheap and expeditious mode of transit to every prominent point of interest. The members of the party will have a carriage ride to Golden Gate Park, the Cliff House, etc.

### San Rafael.

There will be ample time for inspection of San Francisco, and also for excursions to some of the celebrated resorts in the vicinity. The earliest of these will be a visit to the new and elegant Hotel Rafael, in San Rafael, fifteen miles north of the city. In going thence, the party will take the San Francisco & North Pacific Railroad, crossing the beautiful bay to Tiburon by ferry, and going thence by rail. The town of San Rafael is situated in a picturesque vale at the foot of Mount Tamalpais, one of the loftiest of the Coast Range of mountains. It is a town of handsome homes and gar-

dens, and a delightful site was selected for the Hotel Rafael, which stands just far enough away and above the village to give it a commanding view. The house was opened in June last under the management of Mr. W. E. Zander, and at once came into the front rank of popularity. It is admirably arranged, the rooms being light and airy, and the surrounding grounds are attractive. The party will remain at San Rafael from Tuesday until Thursday, when it will return to San Francisco only to start upon another out-of-town trip.

### **Santa Cruz.**

Taking the Alameda ferry at the foot of Market street, we shall proceed over the Southern Pacific Company's narrow-gauge railway to Santa Cruz, passing through Santa Clara, San Jose, Los Gatos, and the celebrated grove of big trees near Santa Cruz. Santa Cruz is a very picturesque town and a noted health resort. It is delightfully situated at the northern extremity of Monterey Bay, and its hotels, while not having the pretensions of the great houses in other places, are famed for their homelike comforts. The Peakes House, Pope House, or Pacific Ocean House, will be our sojourning place through Friday, and there will be a carriage ride along the romantic cliffs and to other points of interest.

### **Monterey and the Hotel del Monte.**

On leaving Santa Cruz Saturday, October 13, the excursionists will take the Southern Pacific Company's standard-gauge line, and proceed along the shores of the bay to Monterey, forty-seven miles distant. Here we shall make our headquarters at the famous Hotel del Monte. This house, with its great parks and gardens and its rich and elegant appointments, is one of the most beautiful resorts in the world. Nature and art have combined to make it attractive, and money has been expended

without stint to supply every possible need in the way of comfort and luxury. The new hotel is much larger than the old, and in every way elegant and attractive. It comprises a main edifice and two wings or annexes, with an aggregate of 430 rooms. Its great dining-room will seat over 500 persons. The surroundings are beautiful beyond description, the grounds exhibiting the highest and most costly achievements in the way of landscape gardening. The Hotel del Monte (and also El Carmelo in Pacific Grove, three miles distant) is under the experienced management of Mr. Georg Schönewald. Our visit here will extend over Sunday and Monday, and one of the features of the stay will be a carriage ride, with visits to Pacific Grove, Moss Beach, Cypress Point, Pebble Beach, the old town, etc.

As the excursion tickets are good from San Francisco, Monterey, or other California points, until July, 1889, the visit to the Hotel del Monte may be prolonged at pleasure.

Returning to San Francisco from Monterey by the Southern Pacific Company's road, there will be another sojourn for the party at the Palace Hotel previous to the departure for Southern California. This period may be availed of by persons who desire to visit the Yosemite Valley, visitors to which leave the main line of the Southern Pacific Company's Railroad at Berenda, on their way southward toward Los Angeles, going thence over a branch railway line to Raymond, and from the latter place by stage *via* Grant's White Sulphur Springs and Clarke's, or Big Tree Station, to the valley.

### Southern California.

Taking the ferry to Oakland from the foot of Market street, the traveler steps on board an elegant Pullman palace car at Oakland Pier, retracing his way eastward as far as Port Costa, where he turns southward *via* Tracy, Lathrop, etc. The route takes

him the whole length of the San Joaquin Valley, the counterpart and southerly extension of the Sacramento Valley, through which he has entered the State. At a distance of 352 miles from San Francisco and 130 miles from Los Angeles, the famous Loop of Tehachapi is reached. At this point, the railroad, in making its way over the mountains, actually crosses its own line.

Southern California is the perfection of a winter resort, and at all seasons of the year possesses advantages to be found nowhere else. There are practically but two seasons — spring and summer. There is a remarkable equability in the temperature, the Kurosiwo or Japan current of the Pacific Ocean tending to cool the shores of California in the summer months and to exert a warming influence in winter. One writer says: "Nowhere else on earth does there exist such a combination of conditions as make Los Angeles and the surrounding country so magnificent a resort for invalids, and so pleasant a one for those in good health." There have arisen in various places — notably at Pasadena, Santa Barbara, Long Beach, and San Diego — large hotels of the best class, and the demands of Eastern tourists who are annually flocking to the Pacific Coast in great numbers are now fully met.

### **Santa Barbara.**

We shall diverge from the direct southern line at Saugus, in order to visit Santa Barbara, one of the oldest and best known health and pleasure resorts on the Pacific coast. This town, or city rather, is beautifully situated on the lower slopes of the Santa Ynez mountains, with a magnificent beach for its ocean front. The best preserved of the old mission churches (established December 4, 1786) is a picturesque feature. The party will make its headquarters at The Arlington, of which Mr. C. C. Wheeler is manager. This hotel is a large and admirably appointed establishment, and has long sustained a high reputation.



### Los Angeles.

On leaving Santa Barbara we shall proceed to Los Angeles. This is the metropolis of Southern California, and a handsome city, which has more than quadrupled its population within the past few years. It is in the centre of a region abounding in vineyards and orange groves, and the city itself is richly adorned with gardens. There is much in Los Angeles and its neighborhood to see, beside the busy streets of the city itself, which illustrates significantly the remarkable growth and progress of this favored section. We shall sojourn at the Nadeau, the leading hotel, during our stay here.

### Long Beach.

After our visit to Los Angeles we shall proceed to Long Beach, a charming resort by the seaside, twenty-five miles from Los Angeles. A branch of the Southern Pacific Company's railway runs to the hotel, which is very pleasantly situated, fronting on the beach, and with an equally pleasing outlook on the land side. Surf bathing is here indulged in throughout the year, and the beach, which is one of the finest in the country, extends ten miles.

### Pasadena.

On leaving Long Beach we shall return to Los Angeles, and from thence proceed to the neighboring town of Pasadena, which has become within a few years past the most famous resort in California. Situated upon the slopes of the Sierra Madre range, and in the most beautiful part of San Gabriel Valley, amid orange orchards and vineyards, it commands a wide and varied prospect. The Raymond, which occupies a noble site in East Pasadena, will open Thursday, November 15, a fortnight later than the visit of the party. Consequently, we shall be unable to include it in our regular round of stopping-places. As the return tickets are good for use at any time, and upon any

train, up to next July, it is anticipated that many of the members of the party will desire to remain in Southern California for a longer period than the itinerary contemplates, in which case a more intimate knowledge of The Raymond and its many delightful features may be gained. During the stay in Pasadena, to be made in accordance with the itinerary, "The Painter," a new and excellent hotel, pleasantly situated in the elevated part of the town, will be the headquarters of the party. There will be a carriage ride, with visits to the most beautiful and attractive points in Pasadena and its vicinity, including The Raymond hill, and the Sierra Madre Villa.

### **San Diego and the New Hotel del Coronado.**

San Diego county, with its 14,969 square miles, a larger area than any of the New England States, except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern sea-coast, and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769, but like Los Angeles it owes its present importance to recent growth. The development of this region has followed the building of the California Southern Railroad, which forms a part of the Santa Fe system. Last year a magnificent establishment for the entertainment of tourists, the Hotel del Coronado, which fronts the ocean across San Diego Bay, was thrown open. The building of this mammoth hotel marks a new era for this section, since it provides the tourist with new comforts and luxuries. The house is under the management of Mr. J. B. Seghers, Jr., formerly of Chicago. Some idea of the size of the hotel may be gained when it is known that it has a frontage of 1,300 feet, and contains over 500 rooms. The total floor surface is four and a half acres, and the dining-room has a seating capacity of 1,000.



We shall include a visit to San Diego for the first time as a regular feature of our excursions, making a sojourn of several days at the magnificent Hotel del Coronado. We shall journey thither over the newly constructed branch of the California Central Railroad a part of the Santa Fe system which leads directly from Los Angeles down the coast *via* San Juan Capistrano.

### Riverside.

Another charming spot is Riverside, one of the earliest and most flourishing of the Southern California towns. Magnolia avenue, with its double drive-ways and its borders of villas, gardens and orange groves for miles of its extent, is one of the most beautiful thoroughfares in America. We shall pay a visit to Riverside on our return northward from San Diego, and view its many attractive features in the course of a carriage-ride. The leading hotel here is the Glenwood.

### San Bernadino.

We shall also make a brief visit to San Bernadino, which is situated about nine miles from Riverside. This is one of the older Southern California towns. It is very pleasantly located only a few miles from the mountains, and has very picturesque surroundings. The Stewart House is the leading hotel of the place.

### The Homeward Journey.

The party will leave San Bernadino in Pullman palace sleeping cars at an early hour Wednesday, November 7, the cars meanwhile remaining on a side-track at the station. The route lies over the California Southern and the Atlantic & Pacific Railroads, which form important links in the Santa Fe system, and later over the main line of railway belonging to this company. This will take the tourist through interesting parts of Southern California, Arizona, New Mexico, Colorado, and Kansas. As already

explained, the excursion tickets are good to return on subsequent dates. There will be several returning parties under special escort, and the tickets are also good on any train. After crossing the San Bernardino Mountains by the Cajon Pass, the road traverses the easterly part of the Mojave desert. The Colorado River is crossed at The Needles, and the traveler passes from California into the Territory of Arizona.

Arizona comprises 113,916 square miles, and is three times the size of the great State of New York. The Atlantic & Pacific Railroad, over which we pass, crosses an interesting section of the Territory, and one which contains many evidences, in the form of ruined cities, of an ancient civilization. There are groups of both cliff dwellings and cave dwellings at no great distance from Flagstaff, and there are also several remarkable Indian villages, or *pueblos*, near the line. The road passes through one of these quaint towns, — that of Laguna. The San Francisco Mountains, situated near Flagstaff, are very picturesque, and about sixty-five miles distant is the deepest part of the Grand Cañon of the Colorado. At Peach Springs, 122 miles west of Flagstaff, we are still nearer another section of the Grand Cañon, or within twenty miles. Thirty-two miles east of Flagstaff the road crosses the Cañon Diabolo, an immense, zigzag, yawning chasm in the white and yellow magnesian limestone. The bridge is 541 feet long and 222¼ feet high. The famous petrified forests of Arizona are east of Holbrook and about ten miles from the railroad. The eastern terminus of the Atlantic & Pacific Railroad is at Albuquerque, N. M., but the train continues without change. The line between Arizona and New Mexico is crossed between the stations of Allantown and Manuelito, about 180 miles west of Albuquerque, and the continental divide (elevation 7,257 feet) just east of Coolidge, 130 miles from the same city. The Rio Grande is crossed near Isleta, thirteen miles below Albuquerque. On reaching the main line of the Atchison, Topeka & Santa Fe Railroad, we ascend the valley of the

Rio Grande for about fifty miles, and at Lamy branch off on a spur, eighteen miles in length, to Santa Fe.

### Santa Fe.

Santa Fe, the capital of New Mexico, will be reached early in the morning, and the cars will remain upon a side track. At a seasonable hour there will be an omnibus transfer to the Palace Hotel, where the party will have breakfast, dinner, and supper. Santa Fe is an ancient city and still preserves to a large extent its semi-Mexican character. The old buildings are constructed of *adobe* and in the Mexican style. In the centre of the city is the Plaza, or public square, a well-ordered little park, bordered by business houses on three sides, and by the old *adobe* palace on the fourth or north side. The interesting collections of the New Mexican Historical Society have been placed in this edifice. The old San Miguel Church, on the south side of the river, is supposed to be the oldest place of worship on American soil, having a recorded history as far back as 1580. Near the ancient church is an old house, the walls of which are supposed to have great antiquity. They are thought to be the remains of a prehistoric edifice.

### Las Vegas Hot Springs.

Las Vegas Hot Springs, eighty-nine miles from Santa Fe by rail, will be our next halting-place. The railroad crosses the Glorieta Pass at an elevation of 7,432 feet. It was here, and in the neighboring Apache Cañon, through which we have ascended, that a sharp fight took place, early in the war of the Rebellion, between the United States forces and a band of Texans who were bent upon seizing New Mexico. In the Pecos Valley beyond are the ruins of the old Pecos Church, and of a still more ancient city.

The Hot Springs of Las Vegas are situated six miles from the railroad town of the same name, and are reached by means of a branch line. The springs are found upon the banks of the Rio Gallinas, which flows down through a picturesque cañon from the Spanish range of the Rocky Mountains. A slightly elevated plateau that rises above the plateau where the springs are situated, has been selected as the site of the new and handsome hotel, The Phoenix.

### From Las Vegas Eastward.

Returning from the springs to Las Vegas, we resume our journey over the main line of the Atchison, Topeka & Santa Fe Railroad. The Raton Mountains, which separate New Mexico from Colorado, are crossed at an elevation of 7,622 feet, 113 miles from Las Vegas. In descending the north slopes of the mountains some grand glimpses are had of the Spanish Peaks. The Raton Mountains form a lateral spur of the Rockies, and one of their highest points is Fisher's Peak, 9,633 feet elevation, which rises just back of Trinidad. The road follows the old "Santa Fe Trail" over the mountains. The Spanish Peaks are respectively 13,620 and 12,720 feet in height. After descending the Raton Mountains to the plains, the long ranges of the Rocky Mountains come into view, and one of the prominent landmarks is Pike's Peak. We traverse Colorado for 181 miles and then enter Kansas which we cross from west to east, a distance of 486 miles. The State embraces in alternation broad level valleys and high rolling prairies, with a gradual descent from the mountains to the Missouri River, where we are 2,653 feet — over half a mile — less elevation than at the Colorado State line.

Kansas City, where we make a brief halt before proceeding over the Chicago, Rock Island & Pacific Railway, is one of the busiest and most thriving cities of the West and one of the most important railway centres in the country.

Journeying over the southwestern Division of the Chicago, Rock Island & Pacific Railway, we proceed through portions of Missouri, Iowa, and Illinois, and reach Blue Island Junction, seventeen miles from Chicago, in the early afternoon of Wednesday, November 14. Passengers who go through to Chicago will arrive in that city an hour later. At Blue Island Junction there will be a transfer to the tracks of the Chicago & Grand Trunk Railway, over which we continue our journey eastward. From Port Huron to Suspension Bridge our route lies over the Great Western Division of the Grand Trunk Railway.

### **Niagara Falls.**

The party will arrive at Niagara Falls at 8.55 A. M. (Eastern standard time), and will proceed to the Spencer House, where breakfast and dinner will be had. The stay here will be sufficiently long to permit the visitor to make a round of all the chief points of interest. The cars will depart in the afternoon at 4.48 from the station of the New York Central Railroad, and the homeward route is over the West Shore and Fitchburg railroads. Boston will be reached Friday, November 16, at 9.50 A.M.

### **Cost of the Tour.**

The price of tickets for the excursion, as described in the foregoing pages, will be FIVE HUNDRED AND THIRTY-FIVE DOLLARS. This sum will cover first-class travel over all railway routes, going and returning, with double berth in Pullman or Wagner sleeping-cars; fares on all steamer and stage-lines; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-eight days), with sojourns in Chicago, Milwaukee, St. Paul, Minneapolis, Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Grand Cañon of the Yellowstone, Tacoma, Victoria, B. C., San Francisco, San Rafael, Santa Cruz, Monterey, Santa Barbara, Los Angeles, Long



Beach, Pasadena, San Diego, Las Vegas Hot Springs, etc., meals while traveling, in dining cars, on steamers, and at hotels, or dining-stations *en route* ; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, or from one station to another, wherever needed (in Chicago, Milwaukee, St. Paul, Minneapolis, Tacoma, Victoria, Portland, San Francisco, San Rafael, Santa Cruz, Monterey, Santa Barbara, Los Angeles, Pasadena, San Diego and Santa Fe); special carriage-rides in Milwaukee, Minneapolis, St. Paul, Victoria, Portland, San Francisco, Santa Cruz, Monterey, Santa Barbara and Pasadena; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each full ticket and seventy-five pounds for each child's ticket, all excess of said amounts being liable to extra charge at customary rates), and the services of the conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages following itinerary.)

The excursion will be carried out in accordance with the following

### ITINERARY.

MONDAY, Sept. 10. *First Day*.—Leave Boston 3.00 P. M. from the station of the Fitchburg Railroad, Causeway street, *via* the Hoosac Tunnel Line, in cars of the Wagner Sleeping-Car Company. On arriving at the station members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol, Mass., 5.32 P. M.; supper at the station dining-rooms, W. E. Wood, proprietor; from Rotterdam Junction westward on West Shore Railroad.

TUESDAY, Sept. 11. *Second Day*.—Arrive at Suspension Bridge 7.25 A. M., and thence westward *via* Great Western Division of Grand Trunk Railway; breakfast at Grand Trunk Railway station dining-



rooms; dinner at station dining-rooms, London, Ont., W. J. Fowler, proprietor; from Fort Gratiot, Port Huron, Mich., westward on Chicago & Grand Trunk Railway; supper on Chicago & Grand Trunk Railway dining-car.

WEDNESDAY, Sept. 12. *Third Day*.—Breakfast on Chicago & Grand Trunk dining-car; arrive in Chicago 8.10 A. M.; transfer by Parmelee's Omnibus Line from the Dearborn station to the Sherman House, J. Irving Pearce, proprietor.

THURSDAY, Sept. 13. *Fourth Day*.—Omnibus transfer from the Sherman House to the Union station (Canal street, between Madison and Adams streets), and at 8.00 A. M. leave Chicago in Pullman palace drawing-room cars *via* Chicago, Milwaukee & St. Paul Railway; arrive at Milwaukee 11.00 A. M.; transfer by Davis's Omnibus Line from the Union station to the Plankinton House, C. W. White, manager; during the afternoon carriage ride about the city, visiting the finest business and residence sections, the parks, the bluffs on the lake shore, Forest Home Cemetery, etc.

FRIDAY, Sept. 14. *Fifth Day*.—Transfer by Davis's Omnibus Line from the Plankinton House to the Union station in the morning, and leave Milwaukee on the La Crosse Division of the Chicago, Milwaukee & St. Paul Railway in Pullman palace sleeping-cars; arrive at Kilbourn City early in the afternoon, and devote the remainder of the day to a steamboat excursion, in the course of which the most picturesque points in the beautiful Dells of the Wisconsin will be visited; dinner and supper at Kilbourn City; remain on the cars during the night.

SATURDAY, Sept. 15. *Sixth Day*.—Leave Kilbourn City, *via* Chicago, Milwaukee & St. Paul Railway, at 5.31 A. M.; arrive at La Crosse 8.35 A. M.; breakfast at the Cameron House, Messrs. Fox & Smith, proprietors; leave La Crosse on daylight trip over the River Division of the same railway, in view of the bluffs of the Mississippi, Lake Pepin, and other fine scenery of the upper river; dinner on dining-car; arrive at Minneapolis 2.35 P. M.; transfer by Matteson's Omnibus Line from the Chicago, Milwaukee & St. Paul Railway station to the West Hotel, John T. West, proprietor, and Charles W. Shepherd, manager; during the afternoon carriage ride, with visits to Minnehaha Falls, the finest business sections of the city, the lumber-platform and saw-mills, the great flouring mills (the largest in the world), the bridge below St. Anthony's Falls, the new Exposition Building, the Suspension Bridge, etc.

SUNDAY, Sept. 16. *Seventh Day*.—In Minneapolis.

MONDAY, Sept. 17. *Eighth Day.*—Omnibus transfer from the West Hotel to the station of the Minneapolis & St. Louis Railway, and at 9.35 A. M. leave Minneapolis by that line; arrive at Lake Park 10.35 A. M.; trip by steamer on the lake; lunch on the steamer or at one of the hotels; leave Lake Park at 4.47 P. M.; arrive at St. Paul 6.35 P. M.; transfer by Cook & Son's Omnibus Line from the Minneapolis & St. Louis Railway station to the Hotel Ryan, David McClasky, proprietor, and C. W. McIntyre, manager.

TUESDAY, Sept. 18. *Ninth Day.*—In St. Paul. In the forenoon carriage ride, with visits to the chief business and residence sections of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis and commanding a fine view of both cities), Fort Snelling, etc.; omnibus transfer from the Hotel Ryan to the Union station, and at 4.00 P. M. leave St. Paul *via* Northern Pacific Railroad.

NOTE.—During the journeys over the Northern Pacific Railroad, meals will be furnished in the elegant dining-cars run by the railroad company.

WEDNESDAY, Sept. 19. *Tenth Day.*—On Northern Pacific Railroad *en route* through Dakota and Montana.

THURSDAY, Sept. 20. *Eleventh Day.*—Arrive at Livingston, M. Ter., 4.00 A. M., and remain on the sleeping-cars undisturbed until morning; breakfast at the Albemarle Hotel; leave Livingston at 9.30 A. M. *via* the National Park Branch of the Northern Pacific Railroad; arrive at Cinnabar 12.30 A. M.; leave Cinnabar by George W. Wakefield's Stage Line at 12.45 A. M.; arrive at Mammoth Hot Springs Hotel 2.00 P. M.

NOTE.—The hotels in the Yellowstone National Park are under the supervision and management of Mr. E. C. Waters.

FRIDAY, Sept. 21. *Twelfth Day.*—Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin 12.30 M.; dinner there; leave Norris Geyser Basin 1.30 P. M., passing near the principal geysers in this basin, including the Mud Geyser and the "Monarch," and later near the Gibbon "Paint Pots" and the Gibbon Falls; arrive at the Lower Geyser Basin Hotel 6.30 P. M.

SATURDAY, Sept. 22. *Thirteenth Day.*—Leave Lower Geyser Basin at 8.30 A. M., and visit the

"Fountain" Geyser, the "Mammoth Paint Pots," etc., then continuing to the Midway Geyser Basin, where the "Excelsior" Geyser (which plays every hour), "Hell's Half Acre," "Turquoise" Spring, and "Prismatic" Lake are situated; arrive at the Upper Geyser Basin Hotel 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers.

SUNDAY, Sept. 23. *Fourteenth Day.*—At Upper Geyser Basin.

MONDAY, Sept. 24. *Fifteenth Day.*—Leave Upper Geyser Basin 8.00 A. M.; arrive at Norris Geyser Basin 1.00 P. M.; dinner there; leave Norris Geyser Basin 2.00 P. M.; arrive at Grand Cañon Hotel 4.00 P. M.

TUESDAY, Sept. 25. *Sixteenth Day.*—At the Grand Cañon of the Yellowstone.

WEDNESDAY, Sept. 26. *Seventeenth Day.*—Leave Grand Cañon Hotel 10.30 A. M.; arrive at Norris Geyser Basin 12.30 M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.00 P. M.

THURSDAY, Sept. 27. *Eighteenth Day.*—Leave Mammoth Hot Springs 2.00 P. M.; arrive at Cinnabar 3.15 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 3.45 P. M.; arrive at Livingston 6.45 P. M.; supper at Albemarle Hotel; remain on the cars at night.

FRIDAY, Sept. 28. *Nineteenth Day.*—Leave Livingston 4.00 A. M. on main line of Northern Pacific Railroad; during the journey westward meals will be furnished on a Northern Pacific Railroad dining-car. *En route* through Montana and Idaho, crossing the Rocky Mountains by daylight.

SATURDAY, Sept. 29. *Twentieth Day.*—On the Northern Pacific Railroad *en route* through Washington Territory, passing over the picturesque Cascade Division by daylight; arrive at Tacoma 6.10 P. M.; omnibus transfer to The Tacoma, W. D. Tyler, manager.

SUNDAY, Sept. 30. *Twenty-first Day.*—At Tacoma.

MONDAY, Oct. 1. *Twenty-second Day.*—Omnibus transfer from The Tacoma to the steamboat wharf, and at 8.30 A. M. leave Tacoma on one of the fine steamers of the Oregon Railway & Navigation Company; dinner on board steamer; arrive at Victoria, B. C., 5.30 P. M.; carriage transfer from the steamboat wharf to the Clarence Hotel, F. G. Richards, Jr., proprietor.

TUESDAY, Oct. 2. *Twenty-third Day*.—At Victoria. Carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government Buildings, etc., and also Esquimalt (the British naval station) and the Gorge; go on board Oregon Railway & Navigation Company's steamer in the evening; carriage transfer from the hotel to the wharf.

WEDNESDAY, Oct. 3. *Twenty-fourth Day*.—Leave Victoria by steamer of Oregon Railway & Navigation Company 5.00 A. M.; meals on board the boat; arrive at Port Townsend 8.00 A. M.; leave Port Townsend 9.00 A. M.; arrive at Seattle 12.15 P. M.; leave Seattle 3.30 P. M.; arrive in Tacoma 5.30 P. M.; leave Tacoma in Pullman palace sleeping-cars at 6.30 P. M. *via* Pacific Division of Northern Pacific Railroad.

THURSDAY, Oct. 4. *Twenty-fifth Day*.—Arrive in Portland 1.05 A. M., the passengers remaining on the sleeping-cars until morning; omnibus transfer from the station of the Northern Pacific Railroad to the Ash street wharf, and at 6.00 A. M. leave Portland on one of the Oregon Railway & Navigation Company's steamers for the trip down the Willamette and up the Columbia; breakfast and dinner on board the boat; arrive at Lower Cascades 12.00 M.; transfer by narrow-gauge railway to Upper Cascades (six miles), and there take another steamer; arrive at Dalles City 5.00 P. M.; supper at the Umatilla House, Messrs. Handley & Sinnott, proprietors; go on board Pullman palace sleeping-cars, and return to Portland, *via* the Oregon Railway & Navigation Company's Rail Line, in the night.

FRIDAY, Oct. 5. *Twenty-sixth Day*.—Arrive in Portland 7.15 A. M.; carriage ride through the finest residence and business sections of the city and to the park, which affords a grand view of Portland and its surroundings, with Mount Hood, Mount St. Helen's, etc.; leave Portland at 4.00 P. M., *via* the Southern Pacific Company's new overland all-rail route, to California; arrive at Albany 7.45 P. M.; supper at station dining-rooms.

SATURDAY, Oct. 6. *Twenty-seventh Day*.—*En route* southward through Oregon and California on the Southern Pacific Company's Mount Shasta Route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the Cañon of the Upper Sacramento by daylight; breakfast and lunch on the cars; arrive at Sisson, Cal., 4.30 P. M.; dinner at station dining-rooms; continue railway journey, arriving at San Francisco at an early morning hour.

SUNDAY, Oct. 7. *Twenty-eighth Day*.—At the Palace Hotel, San Francisco, C. H. Livingston, manager.

MONDAY, Oct. 8. *Twenty-ninth Day.* — In San Francisco. In the course of the stay in this city there will be a carriage ride, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance.

TUESDAY, Oct. 9. *Thirtieth Day.* — In San Francisco. Transfer in the coaches of the United Carriage Company from the Palace Hotel to the Tiburon ferry, foot of Market street, and at 11.30 A. M. leave San Francisco by San Francisco & North Pacific Railroad line; from Tiburon at 12.00 M. by railway, and arrive at San Rafael 12.30 P. M.; carriage transfer from the station to the Hotel Rafael, W. E. Zander, manager.

WEDNESDAY, Oct. 10. *Thirty-first Day.* — At San Rafael.

THURSDAY, Oct. 11. *Thirty-second Day.* — At San Rafael. Carriage transfer from the Hotel Rafael to the station of the San Francisco & North Pacific Railroad, and leave San Rafael at 12.45 P. M.; arrive in San Francisco (Tiburon ferry) 1.45 P. M.; leave San Francisco (Alameda ferry) at 2.15 P. M. by Southern Pacific Company's narrow-gauge line, the South Pacific Coast Railway; leave Alameda Mole 2.30 P. M.; stop to view the "Big Trees," six miles from Santa Cruz; arrive at Santa Cruz about 6.30 P. M.; to the Peakes House, J. B. Peakes, proprietor, the Pope House, E. J. Swift, proprietor, or the Pacific Ocean House, E. J. Swift, proprietor.

FRIDAY, Oct. 12. *Thirty-third Day.* — At Santa Cruz. Carriage ride, visiting the beach, cliff, etc.

SATURDAY, Oct. 13. *Thirty-fourth Day.* — Leave Santa Cruz by Southern Pacific Company's broad-gauge railway 10.00 A. M.; arrive at Monterey 1.23 P. M.; to Hotel del Monte, Georg Schönewald, manager.

SUNDAY, Oct. 14. *Thirty-fifth Day.* — At Hotel del Monte, Monterey.

MONDAY, Oct. 15. *Thirty-sixth Day.* At Hotel del Monte, Monterey. Carriage ride of eighteen miles, with visits to all points of interest in the vicinity, including the Pacific Grove Retreat, Moss Beach, Cypress Point, Pebble Beach, etc.

TUESDAY, Oct. 16. *Thirty-seventh Day.* — At Hotel del Monte, Monterey. Leave Monterey at 2.00 P. M. *via* Southern Pacific Company's Railroad, Northern Division; arrive in San Francisco (station

corner Fourth and Townsend streets) 6.40 P. M.; transfer in coaches of United Carriage Company to the Palace Hotel.

WEDNESDAY, Oct. 17. *Thirty-eighth Day.* — In San Francisco.

THURSDAY, Oct. 18. *Thirty-ninth Day.* — In San Francisco.

FRIDAY, Oct. 19. *Fortieth Day.* — In San Francisco.

SATURDAY, Oct. 20. *Forty-first Day.* — In San Francisco.

SUNDAY, Oct. 21. *Forty-second Day.* — In San Francisco.

MONDAY, Oct. 22. *Forty-third Day.* — In San Francisco.

TUESDAY, Oct. 23. *Forty-fourth Day.* — In San Francisco.

WEDNESDAY, Oct. 24. *Forty-fifth Day.* — In San Francisco. Transfer in coaches of the United Carriage Company from the Palace Hotel to the Oakland ferry, and at 8.00 P. M. leave by the Southern Pacific Company's San Francisco & New Orleans Line, the cars leaving Oakland Pier at 8.30 P. M.

THURSDAY, Oct. 25. *Forty-sixth Day.* — Arrive at Tulare 6.10 A. M.; breakfast at Grand Hotel; cross the Tehachapi Pass, traverse the famous "Loop" by daylight; arrive at Mojave 1.10 P. M.; dinner at the station dining-rooms; from Saugus over the Santa Barbara line to Santa Barbara, arriving at the Victoria street station in that city 8.38 P. M.; omnibus transfer to the Arlington, C. C. Wheeler, proprietor.

FRIDAY, Oct. 26. *Forty-seventh Day.* — At Santa Barbara. Carriage ride with visits to the most interesting parts of the city and its surroundings.

SATURDAY, Oct. 27. *Forty-eighth Day.* — Omnibus transfer from the Arlington to the Victoria street station and at 10.30 A. M. leave by the Southern Pacific Company's Railroad; arrive at Santa Paula 1.00 P. M.; dinner at the station dining-rooms; arrive at Los Angeles 4.35 P. M.; omnibus transfer to the Hotel Nadeau, Messrs. Chase & Moore, proprietors.

SUNDAY, Oct. 28. *Forty-ninth Day.* In Los Angeles.



MONDAY, Oct. 29. *Fiftieth Day.*—In Los Angeles. Omnibus transfer from The Nadeau to the Southern Pacific Company's station and at 1.30 P. M. leave Los Angeles by railway; arrive at Long Beach 2.40 P. M.; stay at the Long Beach Hotel, F. B. Prussia, manager.

TUESDAY, Oct. 30. *Fifty-first Day.*—At Long Beach. Leave Long Beach by Southern Pacific Company's Railway 3.10 P. M.; arrive at Los Angeles 4.25 P. M.; omnibus transfer from the Southern Pacific station to the station of the Atchison, Topeka & Santa Fe Railroad; leave Los Angeles, *via* California Central Railroad 5.00 P. M.; arrive at Pasadena 5.35 P. M.; carriage transfer to The Painter, Painter Brothers, proprietors.

WEDNESDAY, Oct. 31. *Fifty-second Day.*—At Pasadena. On one of the days of the stay here there will be a carriage ride, with visits to the most picturesque sections of Pasadena, including The Raymond Hill, Orange Grove avenue, Colorado street, etc.

THURSDAY, Nov. 1. *Fifty-third Day.*—At Pasadena.

FRIDAY, Nov. 2. *Fifty-fourth Day.*—At Pasadena.

SATURDAY, Nov. 3. *Fifty-fifth Day.*—Omnibus transfer from The Painter to the California Central Railroad station, and leave by the Atchison, Topeka & Santa Fe Company's new line down the coast to San Diego; arrive at San Diego in the afternoon; transfer by omnibus and ferry to the Hotel del Coronado, Coronado Beach, J. B. Seghers, Jr., manager.

SUNDAY, Nov. 4. *Fifty-sixth Day.*—At Hotel del Coronado, Coronado Beach, San Diego.

MONDAY, Nov. 5. *Fifty-seventh Day.*—At Hotel del Coronado, Coronado Beach, San Diego.

TUESDAY, Nov. 6. *Fifty-eighth Day.*—Omnibus transfer from the Hotel del Coronado to the station of the California Southern Railroad, and leave San Diego at 7.30 A. M.; arrive at Riverside 12.30; lunch at The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager, after which a carriage ride will be taken through Magnolia avenue and other picturesque sections of the town; leave Riverside 4.52 P. M.; arrive at San Bernadino 5.42 P. M.; dinner at station dining-rooms; remain in Pullman palace sleeping-cars over night.

WEDNESDAY, Nov. 7. *Fifty-ninth Day.*—Leave San Bernadino, *via* California Southern Railroad, 2.45 A. M.; arrive at Barstow, Cal., 6.30 A. M.; breakfast at station dining-rooms; from Barstow eastward

over Atlantic & Pacific Railroad; arrive at Bagdad, Cal., 12.45 P. M.; dinner at station dining-rooms; arrive at The Needles, Cal., 5.40 P. M.; supper at the station dining-rooms.

THURSDAY, NOV. 8. *Sixtieth Day.*—*En route* eastward on the Atlantic & Pacific Railroad. Arrive at Williams, Ar. Ter., 6.18 A. M.; breakfast at the station dining-rooms; arrive at Winslow, Ar. Ter., 11.45 A. M.; dinner at the station dining-rooms; arrive at Coolidge, N. M., 7.10 P. M.; supper at the station dining-rooms.

FRIDAY, NOV. 9. *Sixty-first Day.*—From Albuquerque, N. M., eastward on main line of Atchison, Topeka & Santa Fe Railroad; from Lamy Junction to Santa Fe on branch line, arriving at the latter point 6.10 A. M.; omnibus transfer from the station to the Palace Hotel, P. Rumsey, proprietor; breakfast, dinner, and supper there; omnibus transfer from the hotel to the station in the evening, the passengers going on board their Pullman sleeping-cars.

SATURDAY, NOV. 10. *Sixty-second Day.*—Leave Santa Fe by branch line at 2.45 A. M. and Lamy Junction on main line of Atchison, Topeka & Santa Fe Railroad at 5.05 A. M.; arrive at Las Vegas 8.35 A. M.; breakfast at station dining-rooms; leave Las Vegas by Hot Springs Branch at 9.00 A. M.; arrive at Las Vegas Hot Springs 9.25 A. M.; to the Phoenix Hotel.

SUNDAY, NOV. 11. *Sixty-third Day.*—At Las Vegas Hot Springs.

MONDAY, NOV. 12. *Sixty-fourth Day.*—Leave Las Vegas Hot Springs by branch line at 8.05 A. M. and Las Vegas on main line of Atchison, Topeka & Santa Fe Railroad at 8.55 A. M.; arrive at Raton, N. M., 1.25 P. M.; dinner at station dining-rooms; cross the Raton Mountains by daylight; arrive at La Junta, N. M., 6.40 P. M.; supper at the station dining-rooms.

TUESDAY, NOV. 13. *Sixty-fifth Day.*—*En route* eastward through Kansas on the Atchison, Topeka & Santa Fe Railroad. Arrive at Newton, Kan., 8.15 A. M.; breakfast at station dining-rooms; arrive at Topeka, Kan., 1.10 P. M.; dinner at station dining-rooms; arrive at Kansas City, Mo., 3.55 P. M.; leave Kansas 6.40 P. M. *via* Chicago, Rock Island & Pacific Railway; supper on dining-car belonging to said line.

WEDNESDAY, NOV. 14. *Sixty-sixth Day.*—On Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois. Breakfast and dinner on dining-car belonging to said line; arrive at Blue Island Junction 1.45 P. M. and at Chicago at 2.45 P. M. (in case passengers proceed through to that city);

change to Wagner sleeping-cars, and leave Blue Island Junction *via* Chicago & Grand Trunk Railway; supper on dining-car belonging to the latter line.

NOTE.—Members of the party who return independently from Chicago will be required to exchange their eastbound and sleeping-car coupons at the station ticket-offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket-office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.25 P. M. and 8.15 P. M. Persons desirous of availing themselves of the “stop-over” privilege at Niagara Falls can take the train leaving Chicago at 3.25 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the Atlantic express by the West Shore Line in the afternoon. Niagara Falls is the only point east of Chicago or Blue Island Junction where “stop-offs” can be permitted.

THURSDAY, NOV. 15. *Sixty-seventh Day.*—From Port Huron eastward *via* Great Western Division of Grand Trunk Railway; arrive at Niagara Falls, Clifton, P. O., 8.20 A. M.; breakfast at station dining-rooms; arrive at Niagara Falls, N. Y., 8.53 A. M.; dinner at the Spencer House, Alva H. Gluck, proprietor; leave Niagara Falls, *via* West Shore Railroad (from New York Central Railroad station), at 4.47 P. M.; arrive at Buffalo 5.40 P. M.; supper at station dining-rooms, Johnson Brothers, proprietors; leave Buffalo 6.20 P. M.

FRIDAY, NOV. 16. *Sixty-eighth Day.*—From Rotterdam Junction eastward *via* Hoosac Tunnel & Fitchburg Line; arrive at Athol, Mass., 7.00 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station) 9.50 A. M.

The return tickets from San Francisco, Monterey, Santa Barbara, Los Angeles, Pasadena, or San Diego (inclusive of coupons for incidental accommodations and meals), will be *good on any train* until July, 1889, so that persons who desire to remain a longer time in California than is contemplated by the foregoing itinerary, may do so without sacrificing any part of their ticket. There will be four subsequent opportunities to join parties under special escort.

## Distance Table of the Regular Tour.

	Miles.
From Boston to Rotterdam Junction, N. Y., Fitchburg Railroad.....	212
“ Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	290
“ Suspension Bridge to Port Huron, Mich., Great Western Division of the Grand Trunk Rail- way .....	181
“ Port Huron, Mich., to Chicago, Chicago & Grand Trunk Railway.....	335
“ Chicago to Milwaukee, and Milwaukee to Kilbourn City, Chicago, Milwaukee & St. Paul Railway .....	194
“ Kilbourn City through the Dells of the Wisconsin and return, steamer of the “Dells Queen” Company.....	10
“ Kilbourn City to La Crosse, Wis., and La Crosse to St. Paul, Minn., Chicago, Milwaukee & St. Paul Railway.....	218
“ Minneapolis to Livingston, Mon., Northern Pacific Railroad (main line).....	1,021
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad .....	51
“ Cinnabar to Mammoth Hot Springs, stage .....	7
“ Mammoth Hot Springs to Yellowstone Falls and Grand Cañon, stage.....	33
“ Yellowstone Falls to outlet of Yellowstone Lake and return, stage.....	30
“ Yellowstone Falls to Lower Geyser Basin, stage.....	29
“ Lower Geyser Basin to Upper Geyser Basin (old road), stage.....	10
“ Upper Geyser Basin to Norris Geyser Basin, stage .....	26
“ Norris Geyser Basin to Mammoth Hot Springs, stage .....	22
“ Mammoth Hot Springs to Cinnabar, stage.....	7
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Livingston to Tacoma, W. Ter., Northern Pacific Railroad (main line).....	909
“ Tacoma to Seattle, W. T., thence to Victoria, B. C., and return to Tacoma, Oregon Railway & Navigation Company's Puget Sound Line of Steamers.....	220
“ Tacoma to Portland, Or., Pacific Division of Northern Pacific Railroad. ....	145
“ Portland to Lower Cascades, Oregon Railway & Navigation Company's River Line.....	62
Distances carried forward.....	4,063

Distances brought forward.....	4,063
From Lower Cascades to Upper Cascades, Portage Railroad.....	6
“ Upper Cascades to Dalles City, Oregon Railway & Navigation Company's River Line.....	45
“ Dalles City to Portland, Oregon Railway & Navigation Company's Railway Line.....	88
“ Portland to San Francisco, Southern Pacific Company's Railway Line.....	739
“ San Francisco to San Rafael and return, San Francisco & North Pacific Railway Line.....	30
“ San Francisco to Santa Cruz, South Pacific Coast Railroad.....	80
“ Santa Cruz to Monterey, Southern Pacific Company's Railway, Northern Division.....	48
“ Monterey to San Francisco, Southern Pacific Company's Railway, Northern Division.....	125
“ San Francisco to Santa Barbara, Southern Pacific Company's Railway.....	529
“ Santa Barbara to Los Angeles, Southern Pacific Company's Railway.....	112
“ Los Angeles to Long Beach and return, Southern Pacific Company's Railway.....	50
“ Los Angeles to Pasadena, California Central Railway.....	9
“ Pasadena to San Diego, California Central Railway.....	133
“ San Diego to East Riverside, California Southern Railroad.....	118
“ East Riverside to Riverside and return, California Central Railway.....	6
“ East Riverside to Barstow, California Southern Railroad.....	87
“ Barstow to Albuquerque, Atlantic & Pacific Railroad.....	744
“ Albuquerque to Santa Fe (85 miles), Santa Fe to Las Vegas Hot Springs (89 miles), and Las Vegas Hot Springs to Kansas City (792 miles), Topeka & Santa Fe Railroad..	966
“ Kansas City to Chicago, Chicago, Rock Island & Pacific Railway.....	521
“ Chicago to Port Huron, Chicago & Grand Trunk Railway.....	335
“ Point Edward to Suspension Bridge, Great Western Division of Grand Trunk Railway.....	181
“ Suspension Bridge to Rotterdam Junction, N. Y, West Shore Railroad.....	290
“ Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total.....	9,517

It will be seen that none of the incidental carriage rides or any side-trips are included in the foregoing enumeration, only the regular journeys by railway, steamer, and stage being taken into consideration.

In the course of the tour the party will pass through the following States and Territories: *States*—Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Wisconsin, Minnesota, Oregon, California, Colorado, Kansas, Missouri, and Iowa (14); *Territories*—Dakota, Montana, Idaho, Arizona, and Washington (5); and also the provinces of Ontario and British Columbia in the Dominion of Canada.

### e Excursion to the Big Tree Groves and the Yosemite Valley.

It has been deemed advisable to make the visit to the Yosemite Valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than include it in the regular round. This course is taken in order that every person may exercise his or her own preference in the matter, not only in reference to the making the trip, but also in regard to the time to be occupied in connection therewith. Six days, or a longer period, if desired, may readily be taken from the time afforded in the regular itinerary. Six days' absence will give three days within the valley, and also encompass a visit to the Mariposa Grove of Big Trees. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light. The transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. A branch railway line extends from Berenda (178 miles from San Francisco and 304 miles from Los Angeles) a distance of twenty-two miles, to the station of Raymond, and stage transportation from that point to the Wahwonah Hotel (formerly Clarke's or Big Tree station), and thence into the valley, will be furnished by the Yosemite Valley Stage & Turnpike Company. The extension of the railroad towards the valley has materially decreased the stage journey. The whole distance to be traveled by stage is now only sixty miles—thirty-four from Raymond to Clarke's, and twenty-



six from Clarke's to the valley. The cost of the trip from Berenda into the valley and return, and including the side-trip from the Wahwonah Hotel to the Big Trees and back, will be \$35.00. Board coupons remaining unused on account of taking the Yosemite Valley trip will be redeemed by the conductor of the party, or at our offices in Boston, New York, or Philadelphia.

### Other Side Trips.

Members of the party who remain in California beyond the period of time covered by the itinerary can make many excursions to distant points. A series of attractive excursions to the Sandwich Islands will be carried out under our auspices in the early spring, ample time being afforded for an inspection of the various features of interest. The round of travel will include a visit to the island of Hawaii and an ascent to the volcano of Kilauea.

A voyage to Japan, China, or Australia, and return, may be made before the expiration of the ticket limitation; and likewise an early summer trip to Alaska, a region that presents wonderful scenic attractions.

Many little trips may be taken in connection with our itinerary, and without prolonging the stay. A trip to the Geysers, in Sonoma county, will occupy two days. There are two routes,—one *via* Cloverdale and the other *via* Calistoga,—and the best way is to go by the former and return by the latter.

By stopping over at San Jose on the return from Monterey, or in an extra trip from San Francisco, a visit may be made to the Lick Observatory on the summit of Mount Hamilton. A magnificent stage road, one of the finest in the country, leads to the summit a distance of twenty-six miles, and the Observatory, which not only contains the largest telescope in the world, but in all respects is one of the best appointed establishments in the world, is open to visitors at stated hours and under proper restrictions.

There are many places of resort in Southern California which are easily reached from Santa Barbara, Los Angeles, Pasadena, or San Diego. From the latter city a delightful excursion may be made by steamer down the Lower California coast to Ensenada and other attractive points in that section of Mexico.

### Subsequent Dates when Parties will Return Eastward from Southern California.

Persons who remain in California longer than the itinerary contemplates, will have several subsequent opportunities to return homeward under special escort, and the tickets are good to return independently and *on any train*. The itineraries of the several parties eastward from Los Angeles and Pasadena after November 6, are as follows :—

TUESDAY, November 27, 1888.

TUESDAY, January 22, 1889.

TUESDAY, February 26, 1889.

TUESDAY, April 16, 1889.

} Leave Los Angeles at 10.00 P. M., and The Raymond, East Pasadena, at 10.37 P. M. in Pullman palace cars; from San Bernadino to Barstow *via* California Southern Railroad.

WEDNESDAY, November 28, 1888.

WEDNESDAY, January 23, 1889.

WEDNESDAY, February 27, 1889.

WEDNESDAY, April 17, 1889.

} On Atchison, Topeka & Santa Fe Line (Atlantic & Pacific Railroad) *en route* through California and Arizona.

THURSDAY, November 29, 1888.

THURSDAY, January 24, 1889.

THURSDAY, February 28, 1889.

THURSDAY, April 18, 1889.

} On Atlantic & Pacific Railroad *en route* through Arizona and New Mexico.

FRIDAY, November 30, 1888.

FRIDAY, January 25, 1889.

FRIDAY, March 1, 1889.

FRIDAY, April 19, 1889.

} Arrive at Lamy 4.50 A. M.; leave Lamy 4.50 A. M.; arrive at Santa Fe 5.40 A. M.; remain there all day.

SATURDAY, December 1, 1888.

SATURDAY, January 26, 1889.

SATURDAY, March 2, 1889.

SATURDAY, April 20, 1889.

} Leave Santa Fe 3.40 A. M.; arrive at Lamy 4.30 A. M.; leave Lamy 4.50 A. M.; arrive at Las Vegas 8.35 A. M.; leave Las Vegas 9.00 A. M.; arrive at Las Vegas Hot Springs 9.25 A. M.; stop at The Phoenix.

SUNDAY, December 2, 1888.

SUNDAY, January 27, 1889.

SUNDAY, March 3, 1889.

SUNDAY, April 21, 1889.

} At Las Vegas Hot Springs.

MONDAY, December 3, 1888.

MONDAY, January 28, 1889.

MONDAY, March 4, 1889.

MONDAY, April 22, 1889.

} Leave Las Vegas Hot Springs 8.05 A. M.; arrive at Las Vegas 8.30 A. M.; from Las Vegas eastward through New Mexico and Colorado.

TUESDAY, December 4, 1888.

TUESDAY, January 29, 1889.

TUESDAY, March 5, 1889.

TUESDAY, April 23, 1889.

} On Atchison, Topeka & Santa Fe Railroad; arrive at Kansas City 4.15 P. M.; leave Kansas City 7.05 P. M. *via* Chicago, Rock Island & Pacific Railway.

WEDNESDAY, December 5, 1888.

WEDNESDAY, January 30, 1889.

WEDNESDAY, March 6, 1889.

WEDNESDAY, April 24, 1889.

} Arrive at Blue Island Junction, Ill., at 1.30 P. M.; change to Chicago & Grand Trunk Railway; thence eastward over said line and the Great Western Division of the Grand Trunk Railroad. Passengers whose destination is Chicago will reach that city at 2.30 P. M.

THURSDAY, December 6, 1888.

THURSDAY, January 31, 1889.

THURSDAY, March 7, 1889.

THURSDAY, April 25, 1889.

} Arrive at Niagara Falls 8.53 A. M.; dinner at the Spencer House; leave Niagara Falls 4.48 P. M. *via* West Shore Railroad.

FRIDAY, December 7, 1888.

FRIDAY, February 1, 1889.

FRIDAY, March 8, 1889.

FRIDAY, April 26, 1889.


} From Rotterdam Junction eastward over the Fitchburg Railroad; arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

Owing to the limited accommodations to be furnished on certain parts of the route, the party will necessarily be restricted in numbers. Tickets must be taken on or before Wednesday, September 5, five days previous to the date of departure (Monday, September 10).

W. RAYMOND.

I. A. WHITCOMB.

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 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

SEASON OF 1888-9.

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GRAND EXCURSION

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—TO THE—

PACIFIC NORTHWEST AND CALIFORNIA,

---

—VIA THE—

NORTHERN PACIFIC RAILROAD,

The Magnificent Overland Route from Oregon to San Francisco, and a Return  
through Southern California, Arizona, New Mexico, Colorado, etc.

---

A TOUR OF SIXTY-ONE DAYS

Through the most Picturesque Regions of the Country, with Halts at Numerous  
Points of Interest.

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**THE STAY IN CALIFORNIA TO BE EXTENDED IF DESIRED.**

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Date of Leaving Boston, Monday, October 8, 1888.

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PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), \$475.00.

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W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street, opposite School Street, Boston, Mass.

# ACROSS THE CONTINENT

BY THE

NORTHERN PACIFIC RAILROAD,

AND

## A TOUR OF THE PACIFIC COAST.

OCTOBER 8 TO DECEMBER 7, 1888.

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A SECOND transcontinental excursion over the Northern Pacific Railroad has been arranged for the months of October and November, a most delightful time for railroad journeying, and a pleasant season to reach the Pacific Coast. The route will be essentially the same that has been fixed for the September trip, except that the Yellowstone National Park is necessarily omitted, as it will be too late to make the round of that elevated region. The trip will extend over the entire length of the Northern Pacific Railroad, including the picturesque Cascade Division. There will be in addition to the sojourn at Tacoma, an excursion on Puget Sound, with a visit to Victoria and other points. Portland and the Columbia River will also be included in the round through the Pacific Northwest, and the magnificent Mount Shasta route will be taken on the journey from Oregon to California. After a sojourn in San Francisco,—at the famous Palace Hotel,—there will be visits to San Rafael, Santa



Cruz, and Monterey, and the party will then proceed to Southern California, visiting Santa Barbara, Los Angeles, Long Beach, Pasadena, San Diego, Riverside, etc. The Raymond will be made the headquarters of the party during the sojourn in Pasadena. The homeward route will be the same as in the other excursion, viz.: over the Atchison, Topeka & Santa Fe Railroad system, which includes the California Central, the Southern California, and the Atlantic & Pacific, as well as the main line of road. Leaving Southern California Tuesday, November 27, the party will reach Boston, Friday, December 7. The return tickets will be valid up to July, 1889, and passengers will have the choice of several dates when parties will return over the same route under personal escort or may travel independently on any train.

The excursion will be made thoroughly first-class in all its details. Palace sleeping-cars of the latest and most elegant kind, combining every possible comfort and luxury, will be used, and the best available accommodations will be furnished the party at every halting-place. California will be reached at a delightful season of the year, when the vineyards and orchards teem with fruit, and the privilege of extending the stay on the Pacific Coast at will is a feature especially worthy of attention. The trip takes a wide scope, crossing the continent through the northern tier of States and Territories, and returning through the southern, the two transcontinental journeys being connected at the Pacific Coast end by a picturesque and comprehensive tour of over twenty-five hundred miles.

### **The Outward Journey.**

The trip will be outlined very briefly, inasmuch as the route has already been described in connection with the previous excursion. The party will leave Boston Monday afternoon, October 8, at three o'clock, from the station of the Fitchburg Railroad in Causeway street, in a train of Wagner sleeping-cars. Every passenger

will be entitled to a double berth (half a section). The route westward to Chicago, where the first halt will be made, will be over the Fitchburg, West Shore, Great Western division of the Grand Trunk and the Chicago & Grand Trunk Railways. The train will reach Chicago Wednesday morning, and the party will remain at the popular Sherman House until the following day. A train of elegant Pullman palace sleeping-cars will then be taken at the Chicago, Rock Island & Pacific station, and the party will proceed over the Albert Lea route to Minneapolis and St. Paul. This line passes through pleasant sections of Illinois, Iowa, and Minnesota. The Mississippi River is crossed on a fine bridge between Rock Island, Ill., and Davenport, Ia.

Arriving at Minneapolis Friday morning, the party will have time to inspect the handsome city during that and the succeeding day. The visitors will make the palatial West Hotel their headquarters, and will have a carriage-ride, with visits to the residence sections of the city, the flour-mills, lumber-mills, Falls of Minnehaha, etc. Sunday will be passed at the Hotel Ryan, St. Paul, and on Monday there will be a carriage-ride for the purpose of inspecting the many attractions of that handsome city. Fort Snelling will also be visited.

### Over the Northern Pacific Railroad.

We shall leave St. Paul Monday afternoon by the Northern Pacific Railroad and journey the entire length of that great transcontinental line, traversing the State of Minnesota, and the Territories of Dakota, Montana, Idaho, and Washington, a distance of 1,941 miles. Monday afternoon will be occupied in the ascent of the Mississippi Valley. Tuesday morning will find the party in Central Dakota, approaching Bismarck, the capital of the territory. The Missouri river is crossed between that city and Mandan. The famous "Bad Lands" of Dakota will be passed through the same after-

noon, and the Montana line will be crossed soon after. Then follows the journey up the Yellowstone Valley. Crossing the Belt Mountains west of Livingston, we descend into the valley of the Upper Missouri and pass through Bozeman and Helena, two of the largest towns in Montana, the latter being the capital of the Territory. The road now traverses a portion of the great mining region of Montana and crosses the main range of the Rocky Mountains. Descending the Pacific slope the traveler passes through picturesque sections of Montana and Idaho, and then crosses the line into Washington Territory. Thursday will be devoted to the interesting journey over the Cascade Division. Tacoma will be reached towards evening, and there will be a season of rest at the splendid hotel known as The Tacoma.

### Puget Sound.

Leaving Tacoma Saturday morning, on one of the fine steamers belonging to the Oregon Railway & Navigation Company, the party will have an extended trip over Puget Sound, visiting all its chief ports. Sunday will be passed at Victoria, the capital of British Columbia; and Monday will be devoted to the return voyage.

### Portland and the Columbia River.

Tuesday evening we shall leave Tacoma *via* the Pacific Division of the Northern Pacific Railroad, and go through to Portland. In the morning there will be a transfer to the steamer for an ascent of the Columbia River. The trip to Dalles City occupies the day, and discloses some of the grandest scenery on the continent. Reaching Dalles City towards evening, the party will go on board sleeping cars, returning to Portland by rail at an early morning hour. In Portland there will be a carriage ride, with visits to the finest business and residence sections of the city, and to the elevated park.

### **"Overland" to California.**

We shall enter upon our railway journey to San Francisco, 739 miles distant, Thursday afternoon, taking a train of Pullman palace cars at East Portland. The road ascends the Willamette Valley through the richest and most fruitful section of Western Oregon, and crosses to the valley of the Rogue River, which it ascends to the Siskiyou Mountains. This range lies along the borders of Oregon and California, and southward are the valleys of the Klamath and the Sacramento. The road crosses the former and descends the latter. Near the headquarters of the Sacramento is glorious Mount Shasta, one of the grandest mountain forms in America. For nearly half a day Mount Shasta is seen, the road running upon three sides of it, and at one point it rises in all its beauty and majesty only eight miles distant. There is much picturesque scenery along the Upper Sacramento, and the whole trip through Northern California is exceedingly picturesque. The broader part of the valley is filled with wheat-fields, vineyards, and orchards. The approach to Oakland and San Francisco is very pleasant, as the railroad follows for the most part the shores of the bay.

### **San Francisco.**

The party will reach San Francisco Saturday, October 27, and proceed at once to the famous Palace Hotel, which will be its place of sojourn during the visit here. While the programme date of departure is Wednesday, November 14, members of the party who desire to prolong their stay in Central California can do so, resuming their journey southward at pleasure. The Palace Hotel is one of the most elegant establishments in the world, and San Francisco is a delightful winter city, presenting many features of interest to the stranger, while a great number of pleasant little excursions may be made into the surrounding country.

### **San Rafael.**

There will be time for several side trips from San Francisco, and the earliest will encompass a visit to the delightful suburban resort, San Rafael, and a brief sojourn at its new and elegant hotel.

### **Monterey and Santa Cruz.**

Another excursion will include visits to Monterey and Santa Cruz, the party going southward by one route and returning by another. Santa Cruz will first be visited and there will be an opportunity to see all the attractions of that famous resort. From Santa Cruz the route will be over the Southern Pacific Company's line to Monterey where the new and magnificent Hotel del Monte will be made our headquarters. This elegant establishment is situated in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of drive-ways, foot-paths, lawns, and beds of flowers. The surroundings of the hotel are very beautiful, while the hotel itself, more than twice as large as its predecessor, contains everything that refined taste, comfort, or luxury could suggest.

Members of the party who desire to prolong their stay at Monterey or at Santa Cruz will be permitted to do so, the tickets being good for use at pleasure.

### **Southern California.**

The party will leave San Francisco for Southern California Wednesday, November 14, taking the Southern Pacific Company's railway line. Persons intending to visit the Yosemite Valley can easily do so by leaving that city a few days earlier. Santa Barbara will be reached the ensuing day, and there will be a pleasant sojourn at The Arlington. Going from thence to Los Angeles, Saturday, November 17, the party will remain in that city over Sunday at The Nadeau. On Monday the beautiful seaside

resort of Long Beach will be visited. Returning therefrom to Los Angeles, the party will proceed to Pasadena and establish itself at The Raymond. This magnificent hotel has been the chief winter resort in Southern California for two seasons past, and its healthful situation no less than the admirable manner in which it is conducted under the experienced management of Mr. C. H. Merrill, has speedily placed it in the front rank of public favor. The party will arrive soon after the hotel has been opened for its second season. The Raymond occupies a commanding site in the San Gabriel valley, with the giant wall of the Sierra Madre rising majestically on one side, and a vast stretch of vineyards, orange groves, and gardens all around. Towards the south the view extends to the Pacific Ocean, and to the mountain-studded islands of Santa Catalina and San Clemente. The house is provided with every known comfort and luxury, and forms a delightful winter home. The climate of Southern California is mild and equable. Midwinter finds flowers in bloom, and fruit ripening on the trees. There are in reality but two seasons in this region, — spring and summer. Spring fills out the winter months with a most charming climate which has no equivalent in salubrity and healthfulness elsewhere on the globe.

On leaving Pasadena we shall proceed southward over the new line belonging to the Santa Fe system, to San Diego. The mammoth Hotel del Coronado, which was opened last year, will be our place of sojourn during our visit. This is one of the most elegant hotels yet erected on the Pacific coast, as well as one of the largest.

### The Homeward Journey.

Tuesday, November 27, is the programme date for leaving San Diego. As already mentioned, the return portion of the ticket is good until July, 1889, so that members of the party who so desire can extend their stay at any central or Southern California



point at pleasure. Our hotel coupons, which are good at a numerous list of hotels in all parts of the State, can be availed of in this connection.

Leaving San Diego in the morning of Tuesday, November 27, the party will visit Riverside and San Bernadino, the same as the September party, proceeding eastward from the latter point. The route to be traversed includes the California Central, the California Southern, the Atlantic & Pacific, and the main line of the Atchison, Topeka & Santa Fe Railroads, these several roads forming the California system of the last mentioned company; the Chicago, Rock Island & Pacific Railway, from Kansas City to Chicago; and the Chicago & Grand Trunk, the Great Western Division of the Grand Trunk, the West Shore and the Fitchburg roads, from Chicago to Boston. Wednesday's journey will take the travelers over the eastern stretches of the Mojave Desert, and across the Colorado River, from California into Arizona; and Thursday will be devoted to the easterly part of Arizona, and the adjacent section of New Mexico. This portion of the journey will take the traveler in proximity to the San Francisco Mountains, across the Cañon Diabolo, and through a region abounding in other wonders. There are several native *pueblos* near our line of travel, and the neighboring country abounds in ruins which tell of prehistoric occupation. Friday will be spent in the old and interesting city of Santa Fe, and both Saturday and Sunday at the popular watering-place, Las Vegas Hot Springs. Monday's journey will lie northward through New Mexico, and over the Raton Pass (elevation 7,622 feet) into Colorado. Then Kansas is traversed, and Kansas City will be reached Tuesday afternoon. Then transferring to the tracks of the Chicago, Rock Island & Pacific Railway (without change of cars) we continue eastward through Missouri, Iowa, and Illinois. Blue Island Junction is reached Wednesday afternoon, and passengers who go through to Chicago arrive in that city an hour later. Thursday will be passed at Niagara Falls, with

ample time to view the great cataract and its surroundings in their winter dress, and the party will reach Boston the ensuing morning, Friday, December 7.

The excursion will be carried out in accordance with the following

### ITINERARY.

MONDAY, Oct. 8. *First Day*.—Leave Boston at 3.00 P. M. from the station of the Fitchburg Railroad, Causeway street, *via* the Hoosac Tunnel Line, in cars of the Wagner Sleeping Car Company. On arrival at the station members of the party should check their baggage to Chicago. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive in Athol, Mass., 5.32 P. M.; supper at the station dining-rooms, W. E. Wood, proprietor; from Rotterdam Junction westward on West Shore Railroad.

TUESDAY, Oct. 9. *Second Day*.—Arrive at Suspension Bridge 7.25 A. M., and thence westward *via* Great Western Division of Grand Trunk Railway; breakfast at Grand Trunk Railway station dining-rooms; dinner at station dining-rooms, London, Ont., W. J. Fowler, proprietor; from Fort Gratiot, Port Huron, Mich., westward on Chicago & Grand Trunk Railway; supper on Chicago & Grand Trunk dining-car.

WEDNESDAY, Oct. 10. *Third Day*.—Breakfast on Chicago & Grand Trunk dining-car; arrive in Chicago 8.10 A. M.; transfer by Parmelee's Omnibus Line from the Dearborn station to the Sherman House, J. Irving Pearce, proprietor.

THURSDAY, Oct. 11. *Fourth Day*.—In Chicago. Omnibus transfer from the Sherman House to the station of the Chicago, Rock Island & Pacific Railway (Van Buren street, between Pacific avenue and Sherman street), and leave at 12.40, in a train of elegant Pullman palace cars, *via* the Rock Island and Albert Lea Line; dinner and supper on the dining-cars of the Chicago, Rock Island & Pacific Railway.

FRIDAY, Oct. 12. *Fifth Day*.—Arrive at Minneapolis 8.15 A. M.; transfer by Matteson's Omnibus Line from the Minneapolis & St. Louis Railway (Albert Lea Route) station to the West Hotel, John T. West, proprietor, and Charles W. Shepherd, manager. Carriage ride, with visits to Minnehaha Falls, the finest business and residence portions of the city, the lumber platform and saw-mills, the great flour-mills

(the largest in the world), the bridge below St. Anthony's Falls (affording the best view of the falls), the new Exposition Building, the Suspension Bridge, etc.

SATURDAY, Oct. 13. *Sixth Day*.—Transfer by Matteson's Omnibus Line from the West Hotel to the Minneapolis & St. Louis Railway station, and leave Minneapolis by said line at 4.25 P. M.; arrive at St. Paul 5.05 P. M.; transfer by J. B. Cook & Son's Omnibus Line from the Minneapolis & St. Louis Railway station to the Hotel Ryan, D. McClasky, proprietor, and C. W. McIntyre, manager.

SUNDAY, Oct. 14. *Seventh Day*.—In St. Paul.

MONDAY, Oct. 15. *Eighth Day*.—In St. Paul. Carriage ride in the forenoon, with visits to the chief business and residence portions of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.; transfer by J. B. Cook & Son's Omnibus Line from the Hotel Ryan to the Union station, and at 4.00 P. M. leave St. Paul *via* Northern Pacific Railroad.

NOTE.—During the journey westward meals will be provided in the dining-cars of the Northern Pacific Railroad.

TUESDAY, Oct. 16. *Ninth Day*.—On Northern Pacific Railroad *en route* through Dakota and Montana.

WEDNESDAY, Oct. 17. *Tenth Day*.—On Northern Pacific Railroad *en route* through Montana, Idaho, and Washington Territories.

THURSDAY, Oct. 18. *Eleventh Day*.—On Northern Pacific Railroad *en route* over the new Cascade Division in Washington Territory. Arrive at Tacoma, W. T., 6.10 P. M.; by Puget Sound Transfer Company's omnibuses to The Tacoma, W. D. Tyler manager.

FRIDAY, Oct. 19. *Twelfth Day*.—At Tacoma.

SATURDAY, Oct. 20. *Thirteenth Day*.—Omnibus transfer from The Tacoma to the steamboat wharf, and at 8.30 A. M. leave Tacoma on one of the fine steamers of the Oregon Railway & Navigation Company; dinner on board the steamer; arrive at Victoria, B. C. 5.30 P. M.; omnibus transfer from the wharf to the Clarence Hotel, F. G. Richards, Jr. proprietor.

SUNDAY, Oct. 21. *Fourteenth Day*.—At Victoria.

MONDAY, Oct. 22. *Fifteenth Day*.—Leave Victoria on Oregon Railway & Navigation Company's

steamer at 5.00 A. M. ; breakfast and lunch on board the boat ; arrive at Port Townsend 8.00 A. M. ; leave Port Townsend 9.00 A. M. ; arrive at Seattle 12.15 M. ; leave Seattle 3.30 P. M. ; arrive at Tacoma 5.30 P. M. ; omnibus transfer to The Tacoma.

TUESDAY, Oct. 23. *Sixteenth Day*.—At Tacoma. Omnibus transfer to the Pacific avenue station, and leave Tacoma in Pullman palace sleeping-cars at 6.30 P. M. *via* Pacific Division of Northern Pacific Railroad.

WEDNESDAY, Oct. 24. *Seventeenth Day*.—Arrive in Portland 1.05 A. M., the passengers remaining on the sleeping-cars until morning ; omnibus transfer from the Northern Pacific Railroad station to the Ash street wharf, and at 6.00 A. M. leave Portland on one of the Oregon Railway & Navigation Company's steamers for the picturesque voyage down the Willamette River and up the Columbia River ; breakfast and dinner on board the boat ; arrive at Lower Cascades 12.00 M. ; transfer by narrow-gauge railway to Upper Cascades (six miles) and there take another steamer ; arrive at Dales City 5.00 P. M. ; supper at the Umatilla House, Messrs. Handley & Sinnott, proprietors ; go on board Pullman palace sleeping-cars, and return to Portland *via* the Oregon Railway & Navigation Company's Rail Line in the night.

THURSDAY, Oct. 25. *Eighteenth Day*.—Arrive in Portland 7.15 A. M. ; carriage ride through the finest business and residence sections of the city, and to the park, which affords a grand view of the city and its beautiful surroundings, with Mount Hood, Mount St. Helen's, etc. ; leave Portland at 4.00 P. M. *via* the Southern Pacific Company's new overland all-rail route to California ; arrive at Albany 7.45 P. M. ; supper at station dining-rooms.

FRIDAY, Oct. 26. *Nineteenth Day*.—*En route* southward through Oregon and California on the Southern Pacific Company's new overland line, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the cañon of the upper Sacramento by daylight ; breakfast and lunch on the cars ; arrive at Sisson, Cal., 4.30 P. M. ; dinner at station dining-room.

SATURDAY, Oct. 27. *Twentieth Day*.—Arrive in San Francisco ; transfer by the United Carriage Company to the Palace Hotel, C. H. Livingston, manager.

SUNDAY, Oct. 28. *Twenty-first Day*.—In San Francisco.

MONDAY, Oct. 29. *Twenty-second Day*.—In San Francisco. The members of the party will have a carriage ride while in San Francisco, the route being to Golden Gate Park and thence to the Cliff House,

returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance. This ride may be taken on any day of the stay in San Francisco.

TUESDAY, Oct. 30. *Twenty-third Day*.—In San Francisco. Transfer in coaches of the United Carriage Company from the Palace Hotel to the Tiburon ferry, foot of Market street, and at 11.30 A. M. leave San Francisco by San Francisco & North Pacific Railroad Line; leave Tiburon by rail at 12.00 M.; arrive at San Rafael 12.30 P. M.; carriage transfer from the station to the Hotel Rafael, W. E. Zander, manager.

WEDNESDAY, Oct. 31. *Twenty-fourth Day*.—At San Rafael.

THURSDAY, Nov. 1. *Twenty-fifth Day*.—At San Rafael. Carriage transfer from the Hotel Rafael to the station of the San Francisco & North Pacific Railroad, and leave San Rafael by rail at 12.45 P. M. and Tiburon by ferry at 1.10 P. M.; arrive at San Francisco 1.45 P. M.; leave San Francisco by Alameda ferry (foot of Market street) at 2.15 P. M. *via* Southern Pacific Company's Narrow-Gauge Line (Southern Pacific Coast Railway); by ferry to Alameda, and leave there by rail at 2.30 P. M.; arrive at Santa Cruz about 6.30 P. M., after visiting the "Big Trees," six miles from Santa Cruz; carriage transfer to the Peakes House, J. B. Peakes, proprietor, the Pope House, E. J. Swift, proprietor, or the Pacific Ocean House, E. J. Swift, proprietor.

FRIDAY, Nov. 2. *Twenty-sixth Day*.—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc.

SATURDAY, Nov. 3. *Twenty-seventh Day*.—At Santa Cruz. Carriage transfer to the station of the Southern Pacific Company's broad-gauge line, and leave Santa Cruz at 10.00 A. M.; arrive at Monterey 1.20 P. M.; carriage transfer from the station to Hotel del Monte, Georg Schönewald, manager.

SUNDAY, Nov. 4. *Twenty-eighth Day*.—At the Hotel del Monte, Monterey.

MONDAY, Nov. 5. *Twenty-ninth Day*.—At the Hotel del Monte, Monterey. Carriage ride, with visits to various points of interest in the vicinity, including the old town, Pacific Grove Retreat, Moss Beach, Cypress Point, Pebble Beach, etc.

TUESDAY, Nov. 6. *Thirtieth Day*.—At Hotel del Monte, Monterey. Carriage transfer to the station, and at 2.05 P. M. leave Monterey *via* Southern Pacific Company's Railway Line, Northern Division; arrive at San Francisco 6.40 P. M.; transfer by the United Carriage Company from the station at Fourth and Townsend streets to the Palace Hotel.

WEDNESDAY, Nov. 7. *Thirty-first Day*.—In San Francisco.

THURSDAY, NOV. 8. *Thirty-second Day.*— In San Francisco.

FRIDAY, NOV. 9. *Thirty-third Day.*— In San Francisco.

SATURDAY, NOV. 10. *Thirty-fourth Day.*— In San Francisco.

SUNDAY, NOV. 11. *Thirty-fifth Day.*— In San Francisco.

MONDAY, NOV. 12. *Thirty-sixth Day.* In San Francisco.

TUESDAY, NOV. 13. *Thirty-seventh Day.* In San Francisco.

WEDNESDAY, NOV. 14. *Thirty-eighth Day.*— In San Francisco. Transfer in coaches of the United Carriage Company from the Palace Hotel to the Oakland ferry, and at 8.00 P. M. leave by the Southern Pacific Company's San Francisco & New Orleans Line, the cars leaving Oakland Pier at 8.30 P. M.

THURSDAY, NOV. 15. *Thirty-ninth Day.*— Arrive at Tulare 6.10 A. M.; breakfast at Grand Hotel; cross the Tehachapi Pass, traverse the famous "Loop" by daylight; arrive at Mojave 1.10 P. M.; dinner at the station dining-rooms; from Saugus over the Santa Barbara line to Santa Barbara, arriving at the Victoria street station in that city 8.38 P. M.; omnibus transfer to the Arlington, C. C. Wheeler, proprietor.

FRIDAY, NOV. 16. *Fortieth Day.*— At Santa Barbara. Carriage ride, with visits to the most interesting parts of the city and its surroundings.

SATURDAY, NOV. 17. *Forty-first Day.*— Omnibus transfer from the Arlington to the Victoria street station, and at 10.30 A. M. leave by the Southern Pacific Company's Railroad; arrive at Santa Paula 1.00 P. M.; dinner at the station dining-rooms; arrive at Los Angeles 4.35 P. M.; omnibus transfer to the Hotel Nadeau, Messrs. Chase & Moore, proprietors.

SUNDAY, NOV. 18. *Forty-second Day.*— In Los Angeles.

MONDAY, NOV. 19. *Forty-third Day.*— In Los Angeles. Omnibus transfer from The Nadeau to the Southern Pacific Company's station, and at 1.30 P. M. leave Los Angeles by railway; arrive at Long Beach 2.40 P. M.; stay at the Long Beach Hotel, F. B. Prussia, manager.

TUESDAY, NOV. 20. *Forty-fourth Day.*— At Long Beach. Leave Long Beach by Southern Pacific Company's Railway 3.10 P. M.; arrive at Los Angeles 4.25 P. M.; omnibus transfer from the Southern Pacific station to the station of the Atchison, Topeka & Santa Fe Railroad; leave Los Angeles, *via* California Central Railroad, 5.00 P. M.; arrive at The Raymond, East Pasadena, 5.30 P. M.



WEDNESDAY, NOV. 21. *Forty-fifth Day*.— At The Raymond, East Pasadena. On one of the days of the stay here there will be a carriage ride, with visits to the most picturesque sections of Pasadena and its surroundings, including the Sierra Madre Villa.

THURSDAY, NOV. 22. *Forty-sixth Day*.— At The Raymond, East Pasadena.

FRIDAY, NOV. 23. *Forty-seventh Day*.— At The Raymond, East Pasadena.

SATURDAY, NOV. 24. *Forty-eighth Day*.— Leave The Raymond by the California Central Railroad, and proceed over the Atchison, Topeka & Santa Fe Company's new line down the coast to San Diego; arrive at San Diego in the afternoon; transfer by omnibus and ferry to the Hotel del Coronado, Coronado Beach, J. B. Seghers, Jr., manager.

SUNDAY, NOV. 25. *Forty-ninth Day*.— At Hotel del Coronado, Coronado Beach, San Diego.

MONDAY, NOV. 26. *Fiftieth day*.— At Hotel del Coronado, Coronado Beach, San Diego.

TUESDAY, NOV. 27. *Fifty-first Day*.— Omnibus transfer from the Hotel del Coronado to the station of the California Southern Railroad, and leave San Diego at 7.30 A. M.; arrive at Riverside 12.30; lunch at The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager, after which a carriage ride will be taken through Magnolia avenue and other picturesque sections of the town; leave Riverside 4.52 P. M.; arrive at San Bernadino 5.42 P. M.; dinner at station dining-rooms; remain in Pullman palace sleeping-cars over night.

WEDNESDAY, NOV. 28. *Fifty-second Day*.— Leave San Bernadino, *via* California Southern Railroad, 2.45 A. M.; arrive at Barstow, Cal., 6.30 A. M.; breakfast at station dining-rooms; from Barstow eastward over Atlantic & Pacific Railroad; arrive at Bagdad, Cal., 12.45 P. M.; dinner at station dining-rooms; arrive at The Needles, Cal., 5.40 P. M.; supper at the station dining-rooms.

THURSDAY, NOV. 29. *Fifty-third Day*.— *En route* eastward on the Atlantic & Pacific Railroad. Arrive at Williams, Ar. Ter., 6.18 A. M.; breakfast at the station dining-rooms; arrive at Winslow, Ar. Ter., 11.45 A. M.; dinner at the station dining-rooms; arrive at Coolidge, N. M., 7.10 P. M.; supper at the station dining-rooms.

FRIDAY, NOV. 30. *Fifty-fourth Day*.— From Albuquerque, N. M., eastward on main line of Atchison, Topeka & Santa Fe Railroad; from Lamy Junction to Santa Fe on branch line, arriving at the

latter point 6.10 A. M.; omnibus transfer from the station to the Palace Hotel, P. Rumsey, proprietor; breakfast, dinner, and supper there; omnibus transfer from the hotel to the station in the evening, the passengers going on board their Pullman sleeping-cars.

SATURDAY, Dec. 1, *Fifty-fifth Day*.—Leave Santa Fe by branch line at 2.45 A. M. and Lamy Junction on main line of Atchison, Topeka & Santa Fe Railroad at 5.05 A. M.; arrive at Las Vegas 8.35 A. M.; breakfast at station dining-rooms; leave Las Vegas by Hot Springs Branch at 9.00 A. M.; arrive at Las Vegas Hot Springs 9.25 A. M.; to the Phoenix Hotel.

SUNDAY, Dec. 2. *Fifty-sixth Day*.—At Las Vegas Hot Springs.

MONDAY, Dec. 3. *Fifty-seventh Day*.—Leave Las Vegas Hot Springs by branch line at 8.05 A. M. and Las Vegas on main line of Atchison, Topeka & Santa Fe Railroad at 8.55 A. M.; arrive at Raton, N. M., 1.25 P. M.; dinner at station dining-rooms; cross the Raton Mountains by daylight; arrive at La Junta, N. M., 6.40 P. M.; supper at the station dining-rooms.

TUESDAY, Dec. 4. *Fifty-eighth Day*.—*En route* eastward through Kansas on the Atchison, Topeka & Santa Fe Railroad. Arrive at Newton, Kan., 8.15 A. M.; breakfast at station dining-rooms; arrive at Topeka, Kan., 1.10 P. M.; dinner at station dining-rooms; arrive at Kansas City, Mo., 3.55 P. M.; leave Kansas City 6.40 P. M. *via* Chicago, Rock Island & Pacific Railway; supper on dining-car belonging to said line.

WEDNESDAY, Dec. 5. *Fifty-ninth Day*.—On Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois. Breakfast and dinner on dining-car belonging to said line; arrive at Blue Island Junction 1.45 P. M. and at Chicago at 2.45 P. M. (in case passengers proceed through to that city); change to Wagner sleeping-cars, and leave Blue Island Junction *via* Chicago & Grand Trunk Railway; supper on dining-car belonging to the latter line.

NOTE.—Members of the party who return independently from Chicago will be required to exchange their eastbound and sleeping-car coupons at the station ticket-offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket-office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. The regular trains leave Chicago at 3.25 P. M. and 8.15 P. M.

Persons desirous of availing themselves of the "stop-over" privilege at Niagara Falls can take the train leaving Chicago at 3.25 P. M., and, arriving at Niagara Falls the next morning, await there the departure of the Atlantic express by the West Shore Line in the afternoon. Niagara Falls is the only point east of Chicago or Blue Island Junction where "stop-offs" can be permitted.

THURSDAY, Dec. 6. *Sixtieth Day*.—From Port Huron eastward *via* Great Western Division of Grand Trunk Railway; arrive at Niagara Falls, Clifton, P. O., 8.20 A. M.; breakfast at station dining-rooms; arrive at Niagara Falls, N. Y., 8.53 A. M.; dinner at the Spencer House, Alva H. Gluck, proprietor; leave Niagara Falls, *via* West Shore Railroad (from New York Central Railroad station), at 4.47 P. M.; arrive at Buffalo 5.40 P. M.; supper at station dining-rooms, Johnson Brothers, proprietors; leave Buffalo 6.20 P. M.

FRIDAY, Dec. 7. *Sixty-first Day*.—From Rotterdam Junction eastward *via* Hoosac Tunnel & Fitchburg Line; arrive at Athol, Mass., 7.00 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station) 9.50 A. M.

### Price of Tickets.

The price of tickets for the excursion as described in the foregoing pages will be FOUR HUNDRED AND SEVENTY-FIVE DOLLARS. This sum will cover first-class travel on all railway and steamer routes, a double berth (half a section) in all Pullman or Wagner sleeping cars; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-one days) with sojourns at Chicago, Minneapolis, St. Paul, Tacoma, Victoria, San Francisco, San Rafael, Santa Cruz, Monterey, Santa Barbara, Los Angeles, Long Beach, Pasadena, San Diego, Las Vegas Hot Springs, etc., meals while traveling in dining-cars, dining stations, hotels or on steamers; omnibus or carriage transfers from stations or hotels, wherever needed (in Chicago, Minneapolis, St. Paul, Tacoma, Portland, San Francisco, Santa Cruz, Monterey, Santa Barbara, Los Angeles, and Santa Fe); special carriage-rides in Minneapolis, St. Paul, Victoria, Portland, San Francisco, Santa Cruz, Monterey, and Pasadena; all expenses

for transportation, transfer and care of baggage (to the extent of 150 pounds for each person, all excess of that amount to be liable to excess charges at regular transportation rates), and the services of the conductors — in short, EVERY NEEDED EXPENSE of the entire round trip, from Boston back to Boston.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion.

### Subsequent Dates when parties will Return Eastward from Southern California.

There will be three subsequent dates of returning from Southern California under special escort, and the tickets may also be used on regular trains on any date up to July, 1889. The following are the special dates when parties will leave Los Angeles and Pasadena and arrive in Boston : —

#### LEAVE LOS ANGELES AND PASADENA.

TUESDAY, January 22, 1889.

TUESDAY, February 26, 1889.

TUESDAY, April 16, 1889.

#### ARRIVE IN BOSTON.

FRIDAY, February 1.

FRIDAY, March 8.

FRIDAY, April 26.

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We have outlined the excursion very briefly for the reason that the route is essentially the same as the one already described. The outward and homeward journeys are not only different, but they are over routes widely apart. One is along the northern frontier of our country and the other is through our southern borderland. The most interesting parts of the Pacific Coast are visited, and at a time when vineyards and gardens are especially attractive. The grand scenic regions of the Pacific Northwest as well as semi-tropical California, are included in the grand round of travel. If desirable, the excursion outward may be made in connection with a winter's stay in


Central and Southern California, other dates of return under special escort having been arranged, while the tickets are also good on any train.

It has been our aim in all cases to provide the best accommodations possible, since our patrons are of a class that demands the best, and the magnitude of our business enables us to do this at a price far below the cost of ordinary travel. In this connection it should be borne in mind that the excursionists have much more time at their disposal than ordinary tourists, since they are relieved of all the petty cares and annoying details of traveling. With experienced agents and conductors to look after these matters, the traveler frees himself from much that would ordinarily tax his time and patience.

Tickets must be taken on or before Wednesday, October 3, five days in advance of date of starting.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

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NEW YORK OFFICE,  
**No. 257 Broadway,**  
J. M. JENKINS, Agent.

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PHILADELPHIA OFFICE,  
111 SOUTH NINTH STREET, under Continental Hotel,  
**RAYMOND & WHITCOMB.**

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London Office, 142 Strand, W. C.  
**HENRY CAZE & SON,**  
European Agents for Raymond's American Excursions.

## Clothing for the Journey.

Both the northern and southern trips will be made at times when the temperature is likely to be genial, but warm clothing should be worn. Overcoats, shawls, or convenient wraps should always be at hand to guard against sudden changes. The nights are always cool upon the Pacific Coast, even in summer. The best plan is to wear woolen clothing in California through summer and winter. Californians themselves make no change in the thickness of their clothing from one year's end to the other. The climate is drier, and this renders thick clothing in warm weather much less disagreeable than it would be under similar thermometric conditions in the East. Dust will be encountered in some parts of the journey, and at the same time it is well to be provided with waterproofs. Rubber shoes will also be found of utility in the Yellowstone National Park and Yosemite Valley; and in both places serviceable clothing and stout walking-shoes or boots are essential. There are no "dress" occasions in the Park or the Yosemite Valley, and finery should be discarded in both places. The change of climate in going from Puget Sound to California is not sufficient to render a change in the thickness of clothing necessary, but more frequent rains may be met with in the north than in the south. It should be borne in mind however, that in no part of the Pacific Coast does the "rainy season" mean a constant down-pouring. There are days, and sometimes weeks, without a shower.

## Guide Books.

The books of travel relating to the Pacific Coast and to the sections of country passed through on the way to and from there are legion; and we will not attempt to give even a partial list.

*The Great Northwest*, a guide book and itinerary for the use of travelers over the



Northern Pacific Railroad and its allied lines, and the *Official Guide to the Yellowstone National Park*, both published by Riley Brothers, St. Paul, are the best works of their class. Some of the publications of the Northern Pacific Railroad Company intended to attract attention to the park have been prepared with much care, and a map published on the back of a "folder" detailing *Alice's Adventures in the New Wonderland* is the best general map obtainable.

The *Fifth Annual United States Geological Report* (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the most recently published *Report* (the twelfth, for 1878). Part 11. (503 pages), together with numerous maps, includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part 11., pages 427-499).

There are local guide books to be found in California, but the rapid growth of that section of the country has placed many of them out of date. Two of the latest are. *Southern California*, by Charles Frederick Holder; and *Southern California Guide Book* by George E. Place.

*The Yosemite Guide Book*, by Professor J. D. Whitney, State Geologist of California, gives a reliable account of the Yosemite Valley and the several groves of Big Trees.

*In the Heart of the Sierras* is the title of a book of 500 pages, on the Yosemite Valley, by J. M. Hutchings.

F. Jay Haynes, of Fargo, Dak., has made a specialty of photographing the geysers

and other wonders of the Yellowstone National Park. His views are sold at Mammoth Hot Springs. Catalogues will be sent from Fargo on application.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 8 Montgomery street. Fine photographic views (large or small sizes) of California scenery may be obtained of Taber & Co., or at the Watkins Yosemite Art Gallery, No. 427 Montgomery street.

Jackson's photographic views of scenery in Colorado, New Mexico, etc., may be ordered of Chain & Hardy, Denver, Colorado. Catalogues will be sent by them on application.

### **Time on which Trains are Run.**

**OUTWARD TRIP.**—From Boston to Port Huron, Mich., Eastern standard or 75th meridian time; Port Huron to Mandan, Dak., Central standard or 90th meridian time (one hour slower than Eastern time); from Mandan west through Dakota and Montana to Heron, Mont., Mountain standard or 105th meridian time (two hours slower than Eastern time); from Heron through Idaho, Washington Territory, British Columbia, Oregon, and California, Pacific standard or 120th meridian time (three hours slower than Eastern time).

**HOMEWARD TRIP.**—As far east as Barstow, Cal., Pacific standard or 120th meridian time; from Barstow through Arizona, New Mexico, Colorado, and Kansas, as far as Dodge City, Kan., Mountain standard or 105th meridian time; from Dodge City to Port Huron, Mich., Central standard or 90th meridian time; from Port Huron to Boston, Eastern standard or 75th meridian time.

# Announcements of Other Excursions.

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***Monday, September 10 and Monday, October 8.***—Two trips to Southern California direct, over the Atchison, Topeka & Santa Fe Route. These are intended for persons who wish to make an early journey to Southern California and by a direct and expeditious line. Members of these parties can dispose of their time on the Pacific Coast in accordance with individual preferences, and a choice of five different returning routes is presented, the return tickets being good until summer.

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***Monday, September 10.***—A trip to Colorado, and “Around the Circle” in the Rocky Mountains. This is an excursion through the most picturesque sections of Colorado, with visits to the Veta Pass, Toltec Gorge, Cañon of the Rio Las Animas, Silverton, Ouray, the Black Cañon of the Gunnison, the Marshall Pass, the Royal Gorge, Manitou Springs, Denver, Silver Plume, etc. Persons desiring to visit any of the cities or health resorts of Colorado without making the extended trip can also be accommodated.

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***Monday, October 8.***—An independent trip to Pueblo, Colorado Springs, Manitou Springs, Denver, and other Colorado points.

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***During the Month of September.***—Eighteen different tours of from five to thirteen days to the principal mountain, lake, river, seaside, and spring resorts of New England, Canada, New York, Pennsylvania, Maryland, and Virginia.

***During the Month of October.***— A series of attractive tours to the leading resorts of the North and East.

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***Thursday, November 8,*** and on other dates in December, January, February, and March.— Nine Grand Winter Trips to California, with five homeward routes and seventeen returning parties under special escort. There will be two outward routes: one *via* Kansas City and the Atchison, Topeka & Santa Fe Railroad, and the other *via* New Orleans and the Southern Pacific Company's Railroad. For the season of 1888-89 new and attractive features have been added. The list of places to be visited has been enlarged so as to embrace all the famous resorts in California, including Pasadena, Los Angeles, Santa Barbara, San Diego, Riverside, Long Beach, Monterey, Santa Cruz, San Francisco, San Rafael, Napa Soda Springs, etc.

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***Monday, January 14, and Monday, February 11, 1889.***— Two Grand Tours through the Southern States, Mexico, and California, with new and attractive features.

W. RAYMOND.

I. A. WHITCOMB.

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For tickets, descriptive circulars, or any desired information regarding the various excursions address

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.





MOUNT SHASTA, NORTHERN CALIFORNIA.